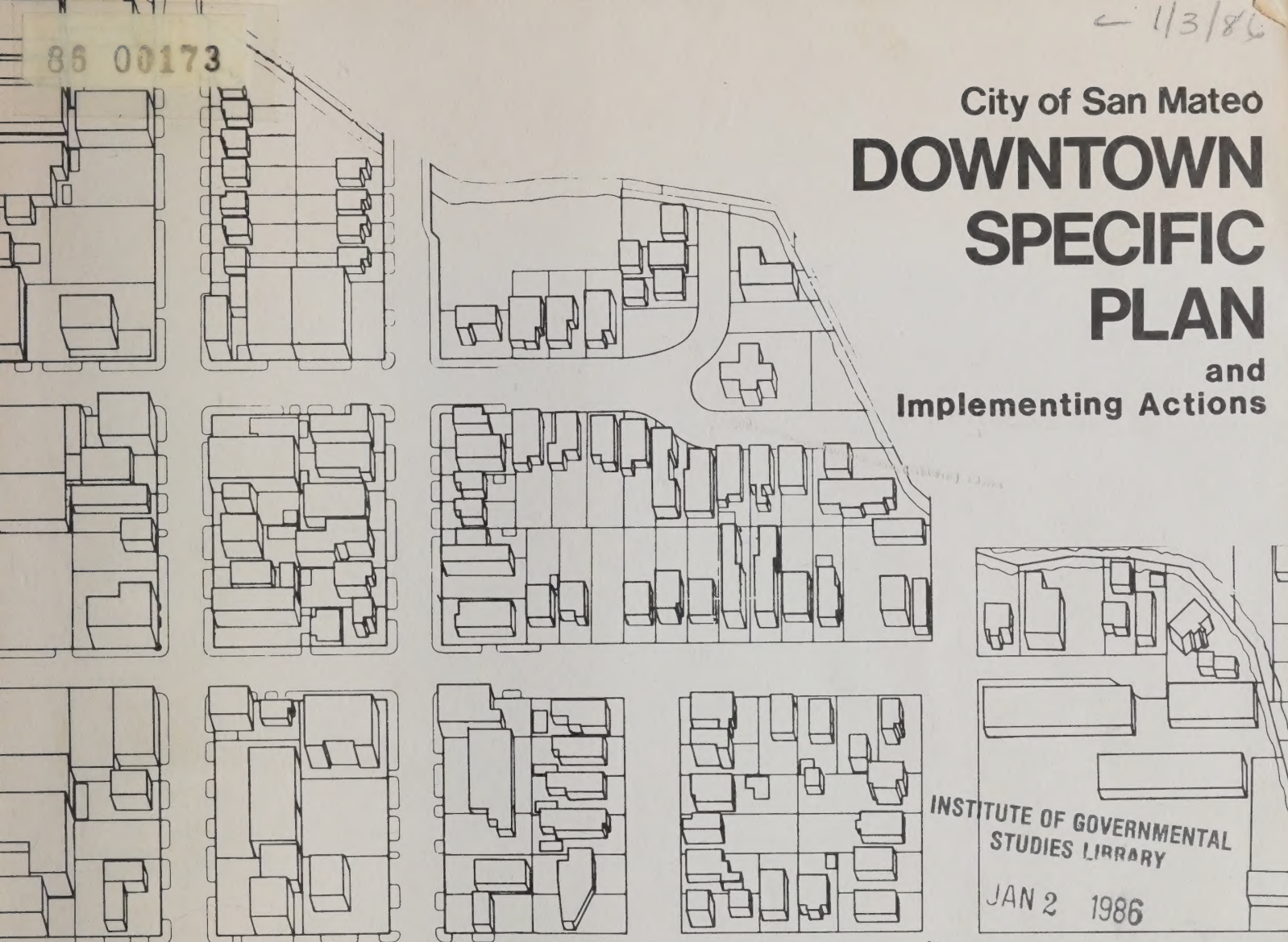
City of San Mateo

DOWNTOWN SPECIFIC PLAN

and

Implementing Actions



Adopted by the City Council
July, 1985

DOWNTOWN SPECIFIC PLAN
CITY OF SAN MATEO

ADOPTED BY THE CITY COUNCIL, JULY 1, 1985

Downtown Specific Plan, Revised Draft Recommended by the Citizens Planning Advisory Committee (CPAC) January 1984

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CALIFORNIA ECONOMY

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Special thanks to Rai Y. Okamoto for advice and
assistance

BLAYNEY/DYETT
Michael Dyett, EIR/MEA

RESOLUTION NO. 78 (1985)

ENDORSING AND ADOPTING AMENDMENT NO. 57 TO THE GENERAL PLAN OF THE CITY OF SAN MATEO - A DOWNTOWN SPECIFIC PLAN

RESOLVED, by the Council of the City of San Mateo, California, that:

WHEREAS, the General Plan of the City of San Mateo is a document that is to reflect current policies of the City and that must therefore be amended from time to time to reflect changed policies and conditions in the community; and

WHEREAS, a Downtown Specific Plan is needed to resolve the significant planning, social, health, and safety issues that have arisen over the past decade in the downtown area of San Mateo; and

WHEREAS, a Downtown Specific Plan is needed to provide the goals and direction for both private and public development and preservation in the downtown area; and

WHEREAS, the Planning Commission recommends certification of the Environmental Impact Report accompanying the amendment, has considered the findings and recommendations contained in that Environmental Impact Report, has adopted findings on the Environmental Impact Report as contained in Exhibit C, and has amended the Specific Plan to incorporate those measures that the Commission finds will mitigate the significant impacts identified in the EIR as recommended; and

WHEREAS, the Planning Commission has recommended, by a majority of its members that the City Council adopt and endorse the General Plan amendments and the Downtown Specific Plan, Revised Draft, with the exception of that list of specifics on which the Commission was unable to reach a majority vote for recommendation to the Council, but which the Commission debated at length.

WHEREAS, in accordance with Government Code sections 65350 et seq., this Council has held at least one public hearing on these amendments, with that notice required by law for such amendments to the General Plan and adoption of Specific Plan; and

WHEREAS, this Council has not proposed any substantial amendment, revision, or change not previously considered by the Planning Commission from the amendments endorsed and recommended by the Planning Commission;

NOW, THEREFORE, IT IS HEREBY DETERMINED and ORDERED, that:

1. The Environmental Impact Report regarding these amendments be certified as recommended in the findings made in Exhibit C.

2. Amendment No. 57 to the General Plan of the City of San Mateo, including the Downtown Specific Plan, Revised Draft, as set forth in Exhibits A and B hereto be adopted and made a part of the General Plan. (The Implementing Actions of the Specific Plan are not a part of said General Plan.)

3. The City Clerk shall cause a certified copy of this resolution accompanied by Exhibits A and B to be attached to the General Plan of the City of San Mateo as evidence of the adoption of this amendment by this Council.

Mayor

ATTEST:

Doris Christen
City Clerk

0510G

Resolution adopted by the City Council of the City of San Mateo, California, at a regular meeting held on July 1, 1985, by the following vote of the Council Members:

AYES: Council Members WAYNE, RHOADS, POWELL, BAKER and HOFFMAN

NOES: NONE

ABSENT: NONE

INTRODUCTION

PREFACE

This proposed Downtown Specific Plan represents several years of effort to develop a plan for the future development and growth of Downtown San Mateo. It has been prepared in an attempt to resolve numerous issues which have arisen over the past decade with regard to the nature, character and location of activities and new development in Downtown San Mateo. The plan is intended to provide the basis for both public and private action in the Downtown. Its implementation will require modification of City ordinances, commitments to public improvements and, above all, a willingness of private property owners, developers, merchants and residents to advance the growth and use of downtown in accordance with the plan.

This plan was prepared by consultants to the City, John M. Sanger Associates Inc. and The Planning Collaborative, Inc. working under the guidance of a 25-member Citizens Planning Advisory Committee established by the City Council.

The proposed plan was presented to the City Council by the Citizens Planning Advisory Committee in January of 1984. They then referred it to the Planning Commission and the City hired consultants to prepare the Environmental Impact Report/Master Environmental Assessment. Concurrently the Planning Commission selected a firm to prepare a 50 scale model of the Downtown Specific Plan at complete buildout on a block by block basis.

The Planning Commission conducted its public hearings in December of 1984 and January of 1985 and after a number of study meetings recommended the plan with revisions to the City Council in May of 1985.

Following this, the City Council conducted their public hearings and after deliberations, formally adopted the plan with changes on July 1, 1985.

SCOPE AND PURPOSE

The study area for this plan includes about 70 blocks and is generally bounded by El Camino Real, Tilton Avenue to San Mateo Creek, the creek to U.S. 101, Fifth Avenue from U.S. 101 to Delaware and Ninth Avenue from Delaware to El Camino (see map, page 3). The study area encompasses all of the area traditionally known as downtown plus the area known as the Gateway District and abutting portions of adjacent neighborhoods. For analytical purposes and for references to different parts of the study area, the study area has been divided into a number of sub-areas or districts. These are shown on the map of the study area. References made within the Plan to sub-areas such as Central Park, Gateway and North Claremont refer to the sub-areas designated on the map.

The Downtown Specific Plan is intended to guide the orderly growth and development of Downtown for a period of approximately 20 years. It includes goals and policies to guide public and

private actions. An appendix provides implementing actions as guidelines to be used by the City of San Mateo in order to address the goals and policies of the Plan.

Extensive background research was undertaken to provide a sound basis for the policies and implementing actions recommended in the Plan. Most of this research is documented in a series of eight reports to the City and the Citizens Planning Advisory Committee by the planning consultants. Portions of those reports are summarized in the Plan itself.

RELATIONSHIP TO THE GENERAL PLAN

The Downtown Specific Plan as adopted is a part of the General Plan of the City of San Mateo, applicable solely to that portion of the City within the study area. The "Implementing Actions" included in the plan document as modified and adopted by the City Council are not a formal part of the General Plan and no amendment to the General Plan is required in order to modify, delete, or supplement such actions. The Implementing Actions of the plan as adopted by the City Council are intended to provide direction to private persons as well as to the City staff and agencies regarding actions to be taken by the City to carry out the goals, policies and standards of the plan.

As Implementing Actions are accomplished, they will automatically be dropped as guidelines. New Implementing Actions may be added and others may be deleted over the life of the plan. As adopted by the City Council, the Implementing Actions are in an appendix following the Downtown Specific Plan. They may be amended and revised on an annual or other regular basis in the same manner as the Capital Improvement Program or City budget.

RELATIONSHIP TO THE ZONING ORDINANCE

The Downtown Specific Plan contains proposals for changes in the Zoning Map and in the text of the Zoning Ordinance for purposes of implementing the plan proposals for land use, development standards and other matters. To the extent that such changes are adopted, they will be reviewed and approved as part of the regular procedures for amendment of the Zoning Ordinance. Where a subject is not addressed, it is intended that existing provisions of the Zoning Ordinance remain as they are unless there are other reasons for change.

For example, the Downtown Specific Plan makes no reference to Planned Developments. It is intended that existing provisions for Planned Developments as provided in the Zoning Ordinance remain available. Similarly, no mention is made of Senior Citizen Overlay Districts because it is intended that this option under the Zoning Ordinance remain available.

ORGANIZATION

The Downtown Specific Plan is organized into four elements: Land Use and Housing, Community Design, Parking and Transportation, and Public Improvements and Fiscal. Each element includes background information, goals, policies and standards. The Community Design Element includes policies on building form as well as on open space and conservation. The Public Improvements and Fiscal Element includes recommended priorities and strategies for financing public improvements. The Implementing Actions are compiled in an appendix following the Downtown Specific Plan.

Study Area

Medical

North B Street

North Claremont

Retail Core

Central Claremont

Gateway

West El Camino

Central Park

South Claremont

EL CERRITO AVE.
TILTON AVE.
TILTON TER.
ST. MATTHEWS AVE.
BALDWIN AVE.
BAYWOOD AVE.
BELFORD WAY
DE SALBA ROAD
BAYTREE WAY
N. EL CAMINO REAL
N. SAN MATEO DR.
N. ELLSWORTH AVE.
N. B ST.
N. RAILROAD AVE
CYPRESS
N. CLAREMONT ST.
N. DELAWARE ST.
N. ELDORADO ST.
N. FREMONT ST.
N. GRANT ST.
N. HUMBOLDT ST.
N. IDAHO ST.
N. AMPHLETT BLVD.
SAN MATEO CREEK
FIRST AVE.
CRYSTAL SPRINGS ROAD
SECOND AVE.
ARROYO COURT
W. THIRD AVE.
E. THIRD AVE.
S. RAILROAD AVE
PACIFIC
SOUTHERN
W. FOURTH AVE.
E. FOURTH AVE.
S. SAN MATEO DR.
S. ELLSWORTH AVE.
W. FIFTH AVE.
E. FIFTH AVE.
MISSION AVE.
CARMEL CL.
E. CAPISTRANO WAY
S. EL CAMINO REAL
NOTRE DAME AVE.
CENTRAL PARK
SIXTH AVE.
SEVENTH AVE.
EIGHTH AVE.
NINTH AVE.
LAUREL
S. B ST.
RAILROAD AVE.
S. CLAREMONT ST.
S. DELAWARE ST.
S. ELDORADO ST.
S. FREMONT ST.
S. GRANT ST.
S. HUMBOLDT ST.
S. IDAHO ST.
S. AMPHLETT BLVD.

DOWNTOWN SPECIFIC PLAN

2 acre
1 acre
1/2 acre

0 200

CITY OF SAN MATEO
CALIFORNIA

PRINCIPAL FEATURES OF THE PLAN

OFFICE DEVELOPMENT

- Provision for the most intensive development in the downtown area consistent with its role as a business center.

- Concentration of major, new office development in a ring around the center of the retail core, from Delaware to El Camino, from Baldwin to Fifth Avenue.

- Higher permitted floor area ratios (the amount of space on the land) for new office development and bonuses for below-grade parking and housing, as well as new requirements for open space at street level in large projects.

- Accommodation of increased demand for medical office space around Mills Hospital.

AREA CHARACTER AND BUILDING HEIGHT

- Institution of new controls over the height and bulk of buildings throughout the downtown.

- Establishment of a maximum building height of 120 feet.

- Limits on the height of buildings to 36 feet and 55 feet to maintain the low-rise character of the inner retail core.

- Provision for maintenance of continuous building facades along primary shopping streets to maintain the existing storefront environment of the retail core.

- Concentration of highrise buildings adjacent to the retail core with height and bulk limits to preserve views of the Bay from neighborhoods to the west, create a skyline of high, slender buildings, protect sunlight access to shopping streets, Central Park and other open spaces, and provide a transition to adjacent low-rise neighborhoods.

RETAIL-COMMERCIAL DEVELOPMENT

- Expansion of the area available for downtown core area retail functions to accommodate potential demand for increased retail offerings.

- A requirement that retail uses occupy the ground floor and street frontages on important shopping streets within the retail core, and include displays and windows attractive to pedestrians.

- Provision for neighborhood commercial uses both in separate districts near residential areas and on the ground floor of large new residential developments.

- Central Parking and Improvement District responsibility for supplying all customer and visitor parking.

- Concentration of automobile service and heavy commercial uses on South Railroad Avenue and South Claremont.

- Provision for a possible new hotel and limited, related commercial development near the freeway.

HOUSING

- Support for development of new housing in mixed use projects in commercial areas through bonuses for housing in the CBD zone and creation of a new residential overlay district applicable to C and E zones, except for areas designated for automobile and heavy support commercial uses.

- Creation of a new high density residential zone for the Central Park and Medical districts where density would be controlled by floor area ratio, height limits and setbacks, with requirements for minimum usable open space for residents and landscaped open space at ground level.

- Creation of a new high density residential zoning district for the spine bounded by Third and Fourth Avenues in the Gateway District to encourage land accumulation for new housing with densities of 70 to 125 units per acre, with required landscaped setbacks, minimum usable open space for residents and permitted building heights of 55 to 75 feet.

- Creation of a new medium high density zoning district for the remainder of the Gateway and North Claremont areas for new housing with densities of 40-70 units per acre, with required setbacks, minimum usable open space for residents and building heights up to 55 feet.

LANDSCAPING

- A major landscaping plan including planting of high, distinctive trees as the Gateway Trees along Third Avenue from U.S. 101 to El Camino and on El Camino and Delaware from Second to Fifth; planting of special Approach Trees at entries to the downtown; planting uniform Core Area Streetscape Trees throughout the core; use of low planters and street trees along B Street; and protection and enhancement of all existing mature street trees, vegetation along San Mateo Creek and trees in Central Park.

- Maintenance of a uniform landscaped setback along Third and Fourth Avenues between Delaware and the freeway to enhance the entry to downtown.

OPEN SPACE

- Improvement of the pedestrian environment and creation of new open spaces in the retail core, including a new minipark at the existing B Street entry to the Main Street Garage.

- Adoption of a setback district along San Mateo Creek to protect the natural qualities of the Creek and provide for access.

- Creation of a new neighborhood park along the Creek on and near the Lawrence School Site and possible smaller, pocket parks along open portions of the Creek, linked by continuous public access.

TRANSIT

- Relocation of the Caltrain station north of First Avenue to reduce impacts on traffic and create a downtown transportation terminal for buses and trains, with adequate support parking.

- Increased emphasis on transit and car pooling for employee travel to and from work.

TRAFFIC

- Maintenance of angle parking on primary shopping streets in the retail core, and conversion of Third and Fourth Avenues to one-way operation to El Camino to improve core area circulation.

- Diversion of traffic to the retail core and through traffic to Second and Fifth Avenues from Delaware to El Camino.

- Restriction on new curb cuts and all-day parking within the core area and elimination of on-site parking requirements to maintain maximum shopper access.

- Increased capacity at the U.S. 101 interchange at Third and Fourth Avenues and on Third and Fourth Avenues from Delaware to U.S. 101 to accommodate increased traffic from future development.

PARKING

- Increased public parking to substitute for private parking and incentives for developers to contribute to public parking in lieu of building private parking.

- Location of new employee parking on the edges of the core area and reservation of core area parking for shoppers and visitors.

- Reduced parking requirements within the Central Parking and Improvement District to take advantage of shared use of parking and to encourage new retail and office development.

- Reduced parking requirements for housing to reflect downtown vehicle ownership patterns.

PUBLIC IMPROVEMENTS AND FINANCING

- Priorities for public improvements to have an early impact on the image and attractiveness of downtown, encourage new development and correct serious existing deficiencies in public facilities.

- Use of tax increment funds, including tax allocation bonds, to encourage new development and make needed improvements to accommodate growth.

- Timing of expenditures from tax increments to maximize potential impacts by utilizing available annual cash flows to undertake low-cost improvements, while building a revenue base adequate to support bonds for major improvements.

- Increased revenues to the CPID from higher meter rates, land assessments and tax increments to finance acquisition of land for additional parking facilities and construction of new parking.

- Use of tax increment funds reserved for housing to promote the development of new low and moderate income housing, especially as a part of new market rate housing developments, by providing assistance in making needed public improvements, acquiring land for such housing and absorbing land or construction costs for very low income housing as needed.

PRINCIPAL FEATURES OF THE PLAN

LAND USE AND HOUSING

LAND USE AND HOUSING ELEMENT

BACKGROUND

SETTING

Downtown San Mateo is an old and important business community in the County. Despite the growth of other business and retail centers in San Mateo County and other parts of the City, it remains an important center of finance, real estate, professional and medical services. It is also an important shopping area for San Mateo and the mid-county area. However, the development of new office complexes and regional shopping centers both in other parts of the City and in other communities have produced substantial competition for business activities which might otherwise locate in downtown and for consumers who might otherwise shop there.

Fortunately, downtown San Mateo is still economically viable and offers substantial attractions to businesses and consumers. It has not suffered the decline of so many older downtowns in cities of similar size throughout the country. Market and development opportunities are present to ensure its future. The opportunities must be converted into realities to ensure the future economic health of downtown and its contribution to the life of the City.

Downtown San Mateo is also home to over 4,000 residents, including families, single and retired persons, and households of varying incomes. It has the potential to accommodate more residents and to meet the housing needs of those who live and work, or would like to live and work, in San Mateo. Housing accounts for use of the greatest amount of downtown land and the largest amount of building floor area of any downtown land use, with over 1.6 million square feet of floor area.

The second largest land use, both in terms of land occupancy and gross floor area, is retail and related commercial services. Almost 1.4 million square feet of floor area are devoted to such uses, occupying almost an equal amount of land.

Other major land uses in downtown include banking, financial services, real estate, insurance and professional services, chiefly located in office buildings totalling almost 600,000 square feet of floor area with an additional 135,000 square feet in banks. Medical services, concentrated in Mills Hospital and nearby medical office buildings, total an additional 600,000 square feet of space with an additional 70,000 under construction. These uses occupy relatively little land due to the higher intensity of development.

A number of other functions and uses account for almost 300,000 square feet of additional space to produce a total of over 5.1 million square feet of built space in downtown San Mateo.

An estimated 8,800 people are employed in downtown, concentrated primarily in retail trade (2,000), health services (2,300), personal, professional and other services (2,200), and finance, insurance and real estate (1,000).

Taxable retail sales in downtown are about $72 million, chiefly in apparel, specialty goods, eating and drinking,

service stations and general merchandise.

Downtown is also the location of one of the City's major parks -- Central Park; a key open space resource -- San Mateo Creek; and two fire stations. The Central Library is a block away.

TRENDS

Downtown population has declined as has the population of the City; unlike the rest of the City, downtown has witnessed a small decline in households as well. However, the construction of some new housing and proposals for new projects indicates that portions of downtown continue to be attractive for residence.

Retail sales have continued to grow in downtown, maintaining the area's share of total sales in the mid-county market area over the past decade, despite strong competition from regional shopping centers both inside the City and in other communities. This indicates that downtown has a strong retail appeal distinct from that which draws consumers to the regional centers, an appeal which is one of downtown's major assets. However, sales performance is not adequate to ensure future success given increased competition and is not high compared to the amount of retail space. Surveys indicate that retail sales in downtown depend significantly on patronage by downtown employees and nearby residents, who appear to account for over 50% of total sales. While this shows excellent appeal to those who are nearby, the long-range drawing power of downtown is clearly not consistent with its former role as a regional shopping area drawing from a large market area. Efforts must be made to ensure both continued and enhanced support from downtown employees and residents as well as marketing to those who are farther away.

Despite substantial growth of employment in the City as a whole, downtown employment has not changed measurably over the past seven years.

Compared to office development activity in other parts of the City, especially along Highway 101, and in other parts of the County, little has occurred in recent years in downtown. This is not surprising, given the nature of development opportunities elsewhere and the difficulties of new development in an older downtown. However, downtown does not appear to be capturing its potential for increased employment and office-related business activities.

Some recent proposals suggest that there is an opportunity to make downtown a more important business center.

ECONOMIC AND DEVELOPMENT POTENTIAL

In order to establish a basis for this plan, economic research was undertaken to establish potential future economic and household growth in downtown. This research provides the basis for an understanding of future potentials for downtown and existing problems which need to be addressed. The significant findings of the economic study are summarized below:

Employment Growth and Downtown Office Space Demand

- Finance, Insurance, Real Estate (FIRE) and Business Services will continue to be the fastest growing employment sectors in the County, contributing additional demand for new downtown office space, as well as office space elsewhere in the City and County. County employment in FIRE is expected to grow by 30%-37% by 1990, employment in Business Services by 57%-63%.

- By 1990 Downtown employment could grow by an additional 1,800-3,400 new jobs, chiefly in the growing sectors which require office space.

Existing Land Use

- SINGLE FAMILY
- DUPLEX
- MULTI-FAMILY
- RETAIL COMMERCIAL
- RESIDENTIAL/OFFICE
- AUTO SALES/SERVICE
- FINANCIAL/GENERAL OFFICE
- PUBLIC/QUASI-PUBLIC
- MIXED USE
- OFFICE/COMMERCIAL
- RESIDENTIAL/COMMERCIAL
- INDUSTRIAL
- MEDICAL OFFICE
- PARK/RECREATION
- WAREHOUSE/WHOLESALE
- PARKING/UTILITIES
- V VACANT

DOWNTOWN SPECIFIC PLAN

2 acre
1 acre
1/2 acre

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• A demand for an additional 500,000 square feet of office space is projected for Downtown San Mateo by 1990, including 400,000 square feet of general office space and 100,000 square feet of medical office space. Additional demand of almost the same amount will occur from 1990 to 2000.

• If demand were higher, Downtown could accommodate substantially more growth.

Downtown Retail Sales Potential and Demand for New Retail Space

• Since 1972, Downtown San Mateo has maintained a stable share of retail sales in the San Mateo retail market area (including Belmont, Burlingame, Foster City, Hillsborough, Redwood City and San Carlos).

• Neither Hillsdale nor Fashion Island appears to have had a substantial impact on Downtown sales but sales outside the major centers appear to be detracting from sales potential in Downtown.

• Future growth in real sales to 1990 (in 1982 dollars) is likely to range from $9.5 million to $12.6 million, without regard to demand from new Downtown residents or employees. However, growth could be much lower or higher, depending on local efforts to improve retailing.

• Substantial increases in Downtown population could generate $6.5 to $12 million in additional retail sales; new employees could generate $1 to $3.4 million in additional sales.

• From 60,000 square feet to 150,000 square feet of new retail space could be required by 1990 to meet additional demand without substantial increases in downtown population, even if most increased sales are generated in existing space.

Household Growth and Potential Downtown Housing Demand

• Household growth in the County, City and in Downtown will be a function both of employment growth and of the availability of new housing opportunities. Potential household growth appears to exceed presently indentifiable housing opportunities throughout the County.

• The potential effective demand for new market-rate housing downtown is estimated at 110 to 170 units per year to 1990.

• The primary market for new downtown housing will be for smaller units for both younger adults and elderly persons without children.

• The primary factors affecting new downtown housing development are land costs, permitted densities and the availability of supportive residential amenities.

Demand for Hotel Space

• There are presently 24 hotels with over 10,000 rooms either under construction or in planning throughout the County.

• Current estimates indicate that there will be no further demand for additional hotel space to 1990, at least in downtown.

Land Availability for Development to Respond to Demand for New Space

• Adequate land is available and zoned to meet the forecasted demand for office space to 1990, apart from density restrictions. Additional capacity exists to meet even higher levels of demand.

• Adequate land could be available to meet demand for new retail space, although there is little land remaining

in the Retail Core to allow a net increase in retail space at ground level.

- Due to constraints on land availability, most additional retail space is likely to be developed outside the retail core, primarily in the North B Street area immediately adjacent to the core and in the Central Claremont area east along Third and Fourth Avenues and along Fifth Avenue near Central Park.

- Inadequate residentially zoned land exists in the study area at sufficient densities to allow residential development to meet the maximum potential demand forecast, especially in those areas most popular for residential development -- the Medical and Central Park districts.

- Permitted development standards in the R-3 and, possibly, R-4 districts appear to be inadequate either to meet potential demand or to make residential development feasible.

CONSTRAINTS ON DEVELOPMENT

Although there is substantial potential for new development in downtown San Mateo and adequate land to respond to potential economic growth and housing demand, a number of constraints hinder the City's achievement of goals for downtown development. The major constraints are the size of ownership units, zoning, infrastructure capacity and the perception of the railroad as a barrier. With few exceptions, most of the land in the area traditionally intended and zoned for high intensity office development (the CBD zoning district) is composed of a large number of small lots with little actual potential for assembly and redevelopment to higher intensity use. Fragmented ownership, the small size of lots and existing building values realistically preclude substantial development activity in the older retail core. However, there are major opportunities for new development on the edges of the retail core and outside the core. Two major ownership units and a smaller vacant parcel within the existing CBD zoning district offer substantial potential for new development. These include the Wisnom Block, the Parrott Square Block and the former site of Old St. Matthews Church. Development potential also exists on other sites around the retail core.

Existing CBD zoning currently constrains the potential intensity of new office development and therefore makes it relatively unattractive compared to alternative locations due to the complex requirements associated with attainment of the highest, theoretically permitted densities. The base floor area ratio permitted is actually lower than that permitted in C districts which are intended for lower intensity use. To reach the theoretical maximum is virtually impossible due to the nature of the bonus system which was intended to encourage certain amenities. Due to parking requirements, amenities encouraged by the code can typically only be provided in a manner which appears contrary to their spirit, such as plazas substantially above street level. No project has yet achieved the maximum permitted floor area ratio.

Outside the existing CBD zoning district, there is substantial development potential east of the railroad tracks in the Claremont District and the old part of the central business district. Such development has traditionally been discouraged by the real and apparent barrier imposed by the railroad tracks. However, increased demand for office development appears to hold the promise of making this barrier less relevant, especially to the extent that good pedestrian paths can be provided across the tracks. In addition, locations east of the railroad offer advantages in terms of automobile access, especially during peak periods. In this

area, although parcels are relatively small, assembly appears practical. One contraint is the inadequacy of current sewer and water lines since the area generally has witnessed no upgrading of services for many decades.

In the case of residential development, three constraints appear to predominate. First, ownerships are relatively fragmented throughout the study area and land assembly requires patience and money.

Secondly, substantial areas with potential for new residential development are zoned for nonresidential use only, based on former expectations of a much higher demand for new office development. These areas are of two types. One includes portions of the Medical District where new residential development for higher income households appears very attractive and where most of the land is zoned only for offices. In the past, rezonings have been required to respond to demand for new residential development. The other consists of large portions of the Gateway area zoned for commercial or office use where residential development is not permitted. In this area there has been no evidence of demand for office development, with some demand for commercial uses oriented to heavy traffic along Third and Fourth, resulting in scattered types of automobile-oriented retailing. However, zoning for nonresidential use has tended to create land prices which make residential development, even if it were permitted, infeasible at attainable prices and rents for housing in this area, which does not have the attraction to higher income households of the Medical or Central Park districts.

Third, permitted densities for residential development and associated population density limits severely constrain the ability to build housing at the more urban densities appropriate in the downtown area. They encourage response to a relatively small segment of the housing market -- relatively high income households seeking very large units. Permitted densities constrain the potential to respond to the demand for smaller, moderate cost units due to the high land cost per unit resulting from downtown area land values and the limit on unit densities.

Parking requirements also generally tend to limit the feasible densities of new development of all types and particularly housing and new or rehabilitated retail space in the retail core, despite efforts made by the City to alleviate these requirements within the downtown core area. Dependence on the automobile and concern about parking demand results in a high level of required parking inconsistent with the desire to encourage higher density development in the downtown. This issue is addressed in the Parking and Transportation Element.

PURPOSE OF THIS ELEMENT

While some recent building activity and a number of proposed projects suggest that downtown may indeed attract its share of future development opportunities and the housing and employment they provide, realization of downtown's full potential cannot be assumed. There are a number of hurdles to be overcome. While growth will bring its own problems, this plan is based on the premise that they can be solved and that any adverse impacts of development can be mitigated by appropriate policies and controls or outweighed by its benefits.

The purpose of this element of the Plan is to provide a guide for future development to take advantage of downtown's opportunities for future growth and development, to ensure its vital role as the city's traditional center of business and shopping activity and to remove obstacles that stand in the way

of reaching the goals set for downtown. Other elements of this plan also address these issues. This element focuses on those policies and implementing actions especially pertinent to the location of new development for specific types of activities, the accommodation of different development needs and the provision of new housing. It contains recommendations for the regulation of development to determine the overall location and intensity of particular types of activity. Related measures are also contained in the Community Design Element, the Parking and Transportation Element and the Public Improvement and Fiscal Element. Where pertinent policies or implementing actions are included in other elements, they are referenced in this element.

GOALS

Statements of land use goals broadly describe the nature of growth and development desired for downtown. They are the basis for more specific policies in this element. Goals are included here which address economic, cultural and social development. Land use is an expression of economic and social needs and objectives; therefore, it is reasonable to combine economic and social goals with those more directly related to the use of land and the nature of land development.

ECONOMIC GROWTH AND DEVELOPMENT GOAL

Downtown should continue to grow and develop to remain an important business, financial, medical and retailing center of the City and of the mid-county. Priority should be given to new office and retail development in locations and at densities supportive of the increased attraction of downtown as a business and retail center. Development within the next 20 years should be channeled to permit further expansion beyond that period.

HOUSING GOAL

Downtown should offer housing opportunities unlikely to be available in other parts of the City, distinguished higher density, more urban character and direct access to employment, shopping and entertainment. Population growth related to increased housing densities in the downtown area should be encouraged to contribute to the vitality of retailing, to the support of nighttime activity and to increased housing availability for growing numbers of downtown employees, as well as for existing residents. Land should be reserved for residential development, after adequate provision for business use and where practicable for mixed use development, to provide a range of housing opportunities in environments conducive to such development.

INTENSITY OF DEVELOPMENT GOAL

The intensity of permitted development should be higher in downtown than in other parts of the City in order to create the concentration of development and activity appropriate to a major business center. Development intensities should vary by subarea to minimize adverse impacts on adjacent areas, moderate transportation and parking requirements, preserve essential physical characteristics of the primary shopping area, conserve architectural, historical and natural values, support economic development and make new residential development possible.

CULTURAL AND ENTERTAINMENT GOAL

Downtown should become a center of city cultural activity and entertainment. Such activities should be located close to major shopping activity to encourage mutual support and maximum daytime and nighttime use of the area.

LAND USE RELATIONSHIPS GOAL

Mutually supportive business uses should be located in close proximity to minimize parking needs, ensure concentration of new employment to support by retail use and to allow adequate opportunities for residential development. Opportunities should be available for residential development both in close proximity to shopping and employment be and in wholly residential environments. Downtown economic growth and development should occur in a manner which minimizes encroachment and adverse effects on surrounding neighborhoods.

CITY SERVICE AND FACILITY GOAL

Downtown development should be controlled and located to make the most efficient use of available service and facility capacities and to make positive financial contributions to the City's ability to provide necessary public improvements.

Land Use Plan

- R/P Residential/Parking
- Medium High Density Residential
- High Density Residential
- Highest Density Residential
- Central Business District
- Mixed Neighborhood Commercial / Residential
- Auto Support Commercial
- Required Retail Frontage
- Office
- Mixed Office/Residential Limited Commercial
- Institutional
- (T) Transit Terminal
- ✱ Potential Parks
- ✸ Central Fire Station (General Vicinity)
- Mixed Office/Residential

DOWNTOWN SPECIFIC PLAN

2 acre
1 acre
1/2 acre

0 200

CITY OF SAN MATEO
CALIFORNIA

1.0 OFFICE SPACE POLICIES

Downtown's capture of potential office space demand is likely to be most influenced by factors outside the control of the City, especially the availability of alternative locations outside the downtown area.

From a developer's perspective, the attractiveness of a downtown location will depend in part on city requirements for infrastructure improvements and zoning constraints which affect overall development costs and hence the competiveness of downtown rents. The vitality and attractiveness of Downtown as a retail center will certainly affect Downtown's marketability for urban-style office development, as will the availability of housing for new office workers and access by both transit and auto to downtown workplaces.

At present, the most important local factors influencing the potential capture of downtown office development would appear to be zoning impacts on permitted intensities of office development (including parking requirements), requirements for infrastructure improvements which affect development costs, and adequacy of sites which can be assembled for development of office projects of an economically feasible size. In the case of medical offices, the demand is likely to continue to be near the hospital. In the case of general office demand, locations outside but near the Retail Core and along major thoroughfares such as El Camino Real, Second, Third, Fourth and Fifth, would appear to be preferred.

POLICY 1.1

ENCOURAGE OFFICE DEVELOPMENT WITHIN THE TRADITIONAL CENTRAL BUSINESS DISTRICT FROM EL CAMINO TO THE RAILROAD WITH PROVISION FOR EXPANDED NEEDS EAST TO DELAWARE, AND SOUTH OF FIFTH ALONG THE RAILROAD TO NINTH, AS DESIGNATED ON THE OFFICE USE POLICIES MAP.

The Office Use Policies Map, describes the proposed allocation of land for office use in downtown San Mateo. The plan proposes to allocate general or business office use to the traditional central business district of downtown, as well as to the area east of the railroad to Delaware and south of Fifth Avenue on both sides of the railroad to a depth of one block to the east and west. As discussed under Policy 1.2, it is expected and proposed that major new office development occur around the retail core at the highest intensities of any use.

A primary purpose of the office use plan is to ensure that new general office development be accommodated close to existing concentrations of office development and close to the retail core, due to the importance of increased office employment to support downtown retailing, the importance of close proximity among office users for business activity and the ability to minimize parking and traffic impacts when all such uses are located in close proximity.

The Central Claremont district is the most appropriate area for expanded office development. Most of the current uses are of a type likely to be declining in importance in downtown San Mateo and adequate land can be made available. Office development in this location is more easily accessed and served by parking, and new development in this area will have less traffic impacts in relation to the traffic barrier imposed by the railroad in moving east from the existing core.

In addition, there is potential for new office growth along Second and Fifth Avenues, and to a lesser extent along the west side of El Camino without serious adverse impacts on the retail

core or on residential areas. South of Fifth Avenue office development is also appropriate as ultimate replacement of the heavy commercial, service commercial, manufacturing and similar uses now predominant, although office development in these areas is proposed to be less intensive.

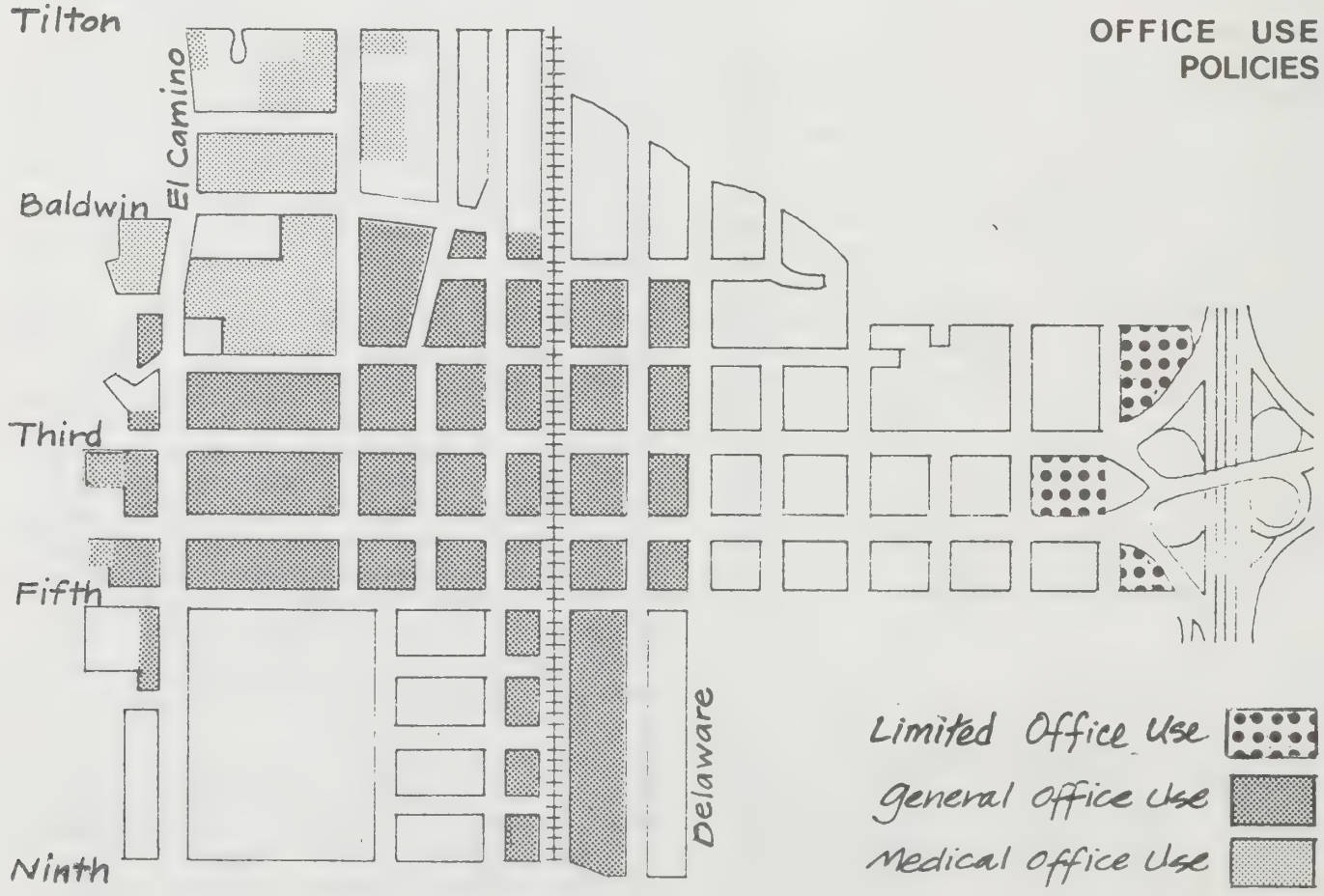
Concentration of office development in this area affords more opportunities to accommodate new residential development in the downtown, contributes more to the City's revenues available to finance needed improvements and permits lower parking requirements. For these reasons office development is proposed not to be permitted east of Delaware, except for a limited amount next to the freeway on relatively large sites.

Medical office uses are proposed for the long-standing medical district centered around Mills Hospital. There is adequate room in this area to accommodate any likely increased level of medical office development, although some redevelopment of medical offices to higher intensities may occur. As discussed subsequently, it is proposed that residential development also be allowed and encouraged in this area.

POLICY 1.2

CONCENTRATE MAJOR NEW OFFICE DEVELOPMENT ADJACENT TO THE RETAIL CORE.

Highest intensity office development and higher buildings are proposed to be encouraged in the area ringing the Retail Core. Concentration of new office development in a ring around the retail core offers the opportunity to increase the visual and symbolic, as



well as the real, character of the old downtown as the business center of the City. These are the areas in which the most intensive new development can be accommodated most easily in terms of transportation support, where available infrastructure offers greater opportunities to support new development and where intensive new development will have the most beneficial impact on the retail core, both in provision of economic support and in preservation of important values associated with sunlight, open space, visual quality, architectural resources and the low-rise scale of the shopping area. It is the intent of the City to take actions which will encourage and support major new development in this area.

Examination of existing zoning regulations in the CBD Zoning District indicates that revisions are required if the City is to encourage new, high density office development in desired locations. Existing regulations constrain office development to relatively low intensities without the use of complex bonus provisions which do not appear to provide amenities of substantial benefit, such as large plazas or podiums of parking on which buildings sit. In most cases, it is not possible to achieve the highest densities which are intended to be permitted due to the difficulty in meeting bonus requirements. Therefore, a change in zoning is proposed to encourage major new office development in the high intensity ring around the retail core and to ensure that developments contain amenities and achieve forms which are desirable.

CBD ZONE DEVELOPMENT STANDARDS

Base floor area ratio: 4:1.
Maximum floor area ratio: 8:1.
Bonus floor area:
for each 10% of required parking provided underground: 0.3:1;
for each 10% of required parking provided by payment or contracts with the CPID (except where required in Limited Parking Zone): 0.1:1;
residential use permitted in excess of base floor area ratio to maximum permitted floor area ratio (see CBD Residential Development Standards).

Computation of floor area: to include all parking in structures above grade and all lot area in surface parking.

Open Space: Useable open space at ground level directly accessible to the sidewalk with a minimum width along the sidewalk of 25 feet, required in an amount equal to 1% of the nonresidential floor area of the project, not including parking, provided that there shall be no requirement where the resulting open space would be less than 500 square feet. Fifty percent of the required open space shall be unshaded between noon and 2 p.m. at the spring and fall equinox.

Maximum coverage: 100%.
Height and bulk: see Height and Bulk Plan.

POLICY 1.3

CONCENTRATE NEW MEDICAL OFFICE DEVELOPMENT IN THE MEDICAL DISTRICT AROUND THE MILLS HOSPITAL COMPLEX AS SHOWN ON THE OFFICE USE POLICIES MAP.

Health services represents a major source of employment in downtown San Mateo and a source of future employment growth. Such growth should continue to be centered around and accommodated near Mills Hospital in order to maintain the importance of this area as a center for medical services.

There is adequate room in this area to accommodate any likely increased level of medical office development. Redevelopment of medical offices to higher intensities may occur and should be encouraged. Residential development should also be allowed and encouraged in this area and a small amount of land transferred from office to residential use.

While medical office space will continue to be a permitted use in areas where general office space is permitted, only professional offices will be permitted in the area designated for medical offices. Although this area will undoubtedly also continue to include non-medical professional offices as allowed under present zoning, it is not deemed necessary to limit office space to medical purposes exclusively since market factors make the area more attractive for medical offices in any event. More restrictive zoning would create a danger of discouraging appropriate development given uncertainties regarding the precise future demand for medical office space.

POLICY 1.4

PERMIT LIMITED OFFICE DEVELOPMENT ON LARGE SITES NEAR THE FREEWAY WITH ADEQUATE CONTROLS TO PROTECT ABUTTING RESIDENTIAL AREAS.

A limited amount of office use for administrative, professional and similar purposes is proposed to be permitted near the U.S. 101 interchange in the Gateway district in order to accommodate potential demand for freeway-oriented office developments.

In order to assure a scale and character of development consistent with adjacent residential uses, to prevent piecemeal development inconsistent with adjacent residences and to provide adequately for traffice in this congested area, new office developments should require relatively large sites, be limited in site coverage and have restricted access.

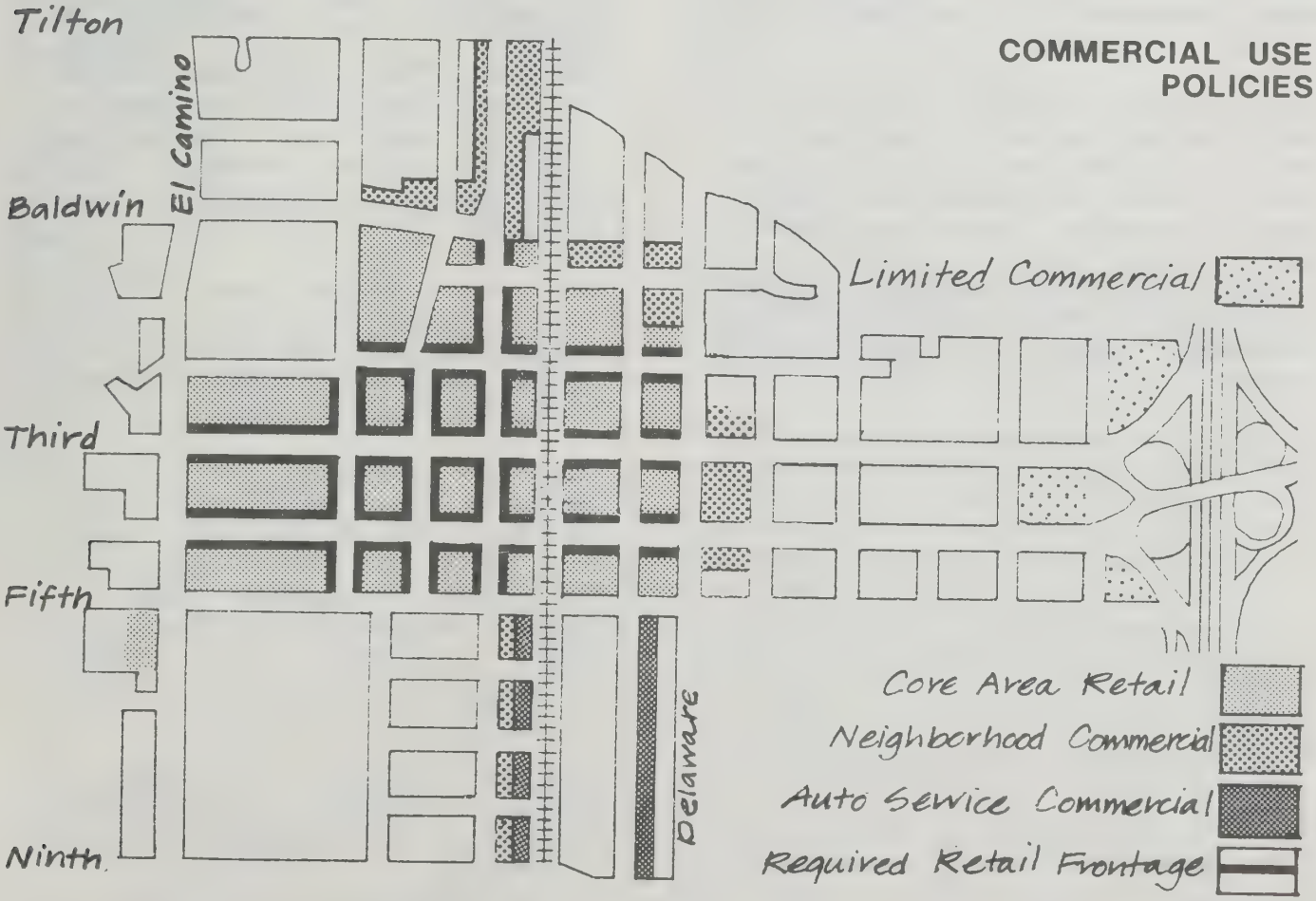
2.0 COMMERCIAL SPACE POLICIES

Policies for commercial space are intended to ensure that adequate land is reserved for retail core expansion and that the continuity of retail use is maintained on key shopping streets. The policies also address the need to accommodate auto-service uses in a manner which will not interfere with the primary shopping area and the need to provide adequate neighborhood commercial space to support residential development.

Projections of sales potential in the downtown indicate potential demand for additional development which could not be accommodated within the existing boundaries of the retail core. Therefore, it is proposed to accommodate additional demand both through development on vacant land and land now in surface parking within the core and by expansion of the retail core east to Delaware. New retail development is expected to occur on the ground floor of new office developments in this retail expansion area.

POLICY 2.1

INCREASE THE AREA AVAILABLE FOR CORE AREA RETAIL FUNCTIONS TO ACCOMMODATE POTENTIAL DEMAND FOR INCREASED RETAIL OFFERINGS AND TO STRENGTHEN THE RETAIL CORE.



POLICY 2.2

ASSURE MAINTENANCE OF CONTINUITY OF SHOPPING IN THE RETAIL CORE BY REQUIRING GROUND FLOOR RETAIL USE AND FRONTAGE WITH WINDOWS WHICH MAY HAVE DISPLAYS ON THOSE BLOCK FACES DESIGNATED FOR REQUIRED RETAIL FRONTAGE ON THE COMMERCIAL USE POLICIES MAP.

In recent years there has been some loss of continuity of retailing on primary shopping streets in downtown and the future could result in further losses to the detriment of the economic health and vitality of the retail core. To maintain the integrity and vitality of the central shopping area, it is proposed to require retail ground floor use and frontage along these critical streets. Fortunately, such use is almost continuous now; the requirement will ensure that future development replaces any such uses which are removed and incorporates them into new developments, especially in the ground floor of office buildings.

In addition, drive-in establishments would be prohibited in the core, and surface parking would be prohibited along streets designated for required retail frontages. Such uses detract significantly from the shopping environment, pedestrian amenities and the visibility of core area retail functions and create undesirable traffic impacts.

STANDARDS FOR REQUIRED RETAIL FRONTAGE ON DESIGNATED SHOPPING STREETS

At least 60% of the floor area at ground level or not less than 75% of the portion of the building fronting on the street to a depth of not less than 25 feet to be occupied by retail uses. For purposes of these standards and Policies 2.1 and 2.2 retail uses include: retail sales, personal services, repair services, places of religious worship, banking and other customer serving uses.
No more than one-third of the street frontage where lot width is 50 feet or less, and no more than 25% of lot width where greater, shall be devoted to entrances to uses other than those specified above.

Transfers among buildings or properties to be permitted by approval of the Planning Commission and by recorded written agreement among property owners so that no less than 75% of the aggregate street frontage along the block face is devoted to uses required.

All uses credited toward meeting this requirement to be directly accessible from the sidewalk or a plaza accessible from the sidewalk along the required frontage.

New or reconstructed building walls at the first-story to have at least 75% of the width along the street devoted to pedestrian entrances, tranparent show or display windows of at least two feet in depth, or windows affording a view of retail, office or lobby space.

Surface parking not permitted within 50 feet of property lines designated for Required Retail Frontage.

POLICY 2.3

LOCATE DOWNTOWN SERVICE SUPPORT USES CLOSE TO THE AREAS OF CORE RETAIL AND OFFICE DEVELOPMENT AS INDICATED ON THE COMMERCIAL USE POLICIES MAP.

Various business service and repair uses not requiring a central location and not dependent on walk-in traffic are important to the support of downtown business activity. Examples are commercial printers, equipment repair shops, janitorial services, wholesaling and warehousing, and the like. Some are not appropriate for the core due to the nature of their activities. Some will be accommodated in the core itself. Two primary locations are identified for those not appropriate for the core area: (1) along the west side of the railroad south of Fifth Avenue; and (2) along the east side of South Claremont south of Fifth Avenue. Both areas are also proposed to accommodate auto service commercial uses.

POLICY 2.4

PROVIDE FOR ADEQUATE NEIGHBORHOOD COMMERCIAL SUPPORT FOR NEW RESIDENTIAL DEVELOPMENT.

Neighborhood commercial use is designated for those areas where existing and future increased residential development requires and can support such uses. Generally, little additional neighborhood commercial use is likely to be required because of the support provided by an expanded retail core. The primary areas for neighborhood commercial support already perform that function, generally along B Street north of First and on South B Street. The west side of South B Street, however, is proposed to be rezoned to residential use. Additional neighborhood commercial is proposed along First Avenue from the railroad to Delaware. Neighborhood commercial is also proposed to be permitted in large new residential developments in order to ensure adequate nearby stores and services where they do not otherwise exist.

POLICY 2.5

LOCATE AUTO SERVICE COMMERCIAL USES, INCLUDING AUTO REPAIR AND PAINTING, TIRE SHOPS AND AUTO SALES OUTSIDE THE RETAIL CORE AND OFF PRIMARY PERIPHERAL STREETS DESIGNATED IN THE PARKING AND TRANSPORTATION PLAN MAP, AND RESTRICT THE LOCATION OF SERVICE STATIONS.

Auto service commercial uses detract from the pedestrian environment suitable for the retail core and for residential areas and cause loading, parking and traffic problems, especially where they are located on streets carrying heavy traffic. It is proposed to permit development of such uses only in two areas: along South Railroad Avenue where impacts will not be adverse to other uses, and on the east side of South Claremont where they are currently established.

POLICY 2.6

ENCOURAGE THE DEVELOPMENT OF CULTURAL AND ENTERTAINMENT USES IN THE DOWNTOWN CORE IN ORDER TO INCREASE NIGHTTIME ATTRACTIONS AND ACTIVITY.

Downtown has few cultural or entertainment attractions which bring residents to the area at night. Recently, the increase in restaurants has increased the level of nighttime activity and this should be seen as a step in the right direction. While it may not be feasible to attract major cultural attractions, efforts should be made to encourage the development of small theatres, cinemas, bars and restaurants which make downtown a more attractive place to be at night. Fortunately, Central Park's recreation center already attracts people to a variety of nighttime programs and an improved

linkage between the park and additional development on Fifth Avenue could stimulate additional attractions. The City should take steps to support private efforts and should consider development of a downtown performance facility.

POLICY 2.7

CREATE OPPORTUNITIES FOR LIMITED HOTEL AND RELATED COMMERCIAL DEVELOPMENT NEAR THE FREEWAY.

The possibility of hotel development or restaurant development is proposed to be allowed near the U.S. 101 interchange by special permit.

3.0 HOUSING POLICIES

The housing policies encourage residential development, either as a part of mixed use development or in wholly residential environments throughout the downtown study are. New residential development is encouraged both to meet housing needs and to provide critical support for the growth of the retail core. Increased permitted densities are proposed to permit a more urban form of residential development than might be appropriate in other parts of the City.

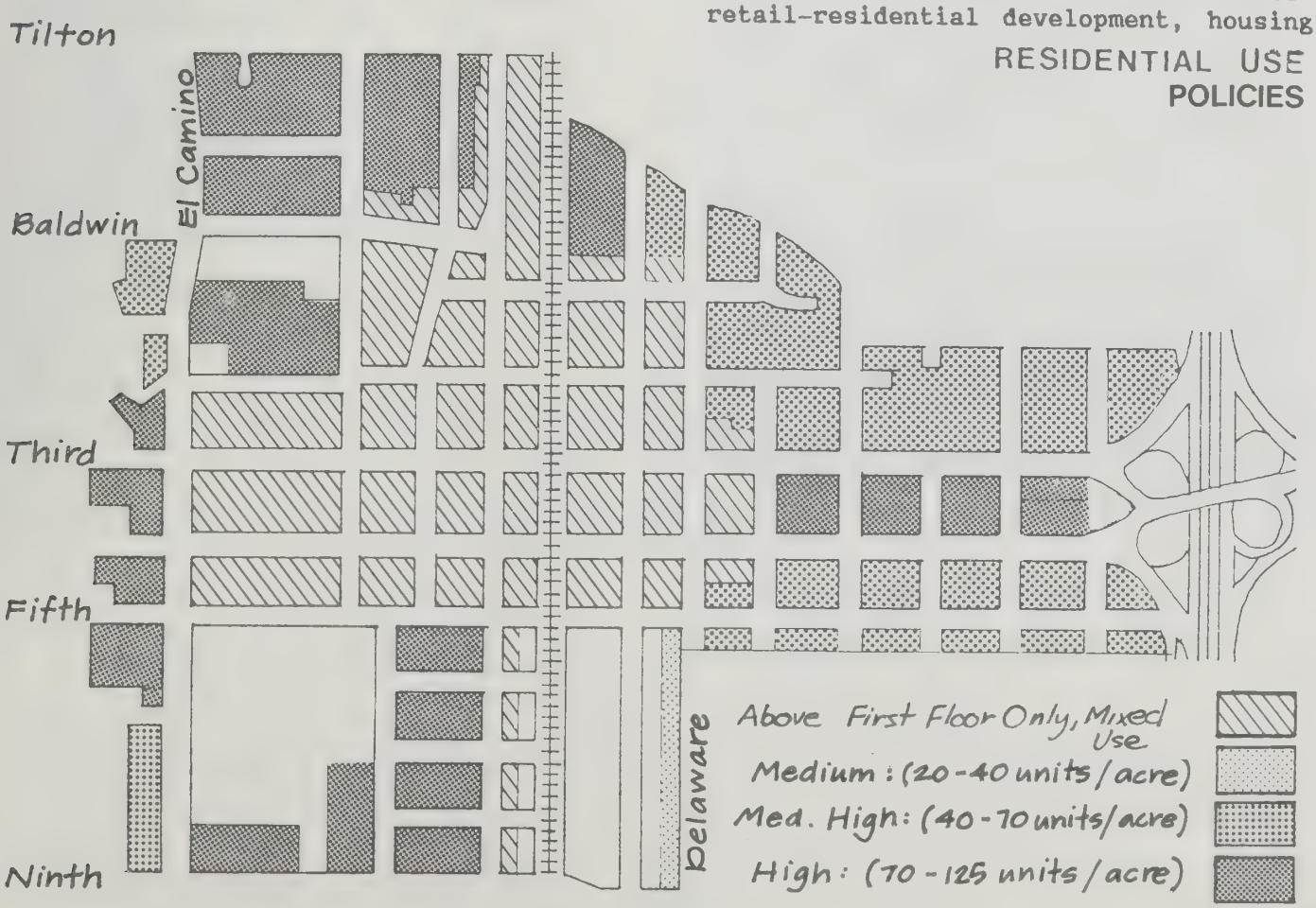
POLICY 3.1

ENCOURAGE RESIDENTIAL DEVELOPMENT AS A PART OF MIXED USE PROJECTS WITHIN THE DOWNTOWN CORE, AS SHOWN ON THE RESIDENTIAL USE POLICIES MAP.

In order to make available additional housing opportunities in the downtown core area, support retailing and increase nighttime activity, residential activity should be encouraged in mixed use projects, both because of the desire to maintain ground-floor retailing and in order to ensure satisfactory residential environments, which requires that housing be above ground level. The Residential Use Map designates that area where upper-story residential use is appropriate in mixed use projects.

The density of residential development in the core is proposed to be governed only by applicable floor area ratios, height limits and parking requirements since separate residential density standards are unnecessary in mixed use projects. To encourage residential development, especially on larger sites which have potential for mixed office-retail-residential development, housing

RESIDENTIAL USE POLICIES



would be permitted to be built in excess of the base permitted floor area ratio up to the maximum permitted ratio. A special open space requirement would be included in order to ensure adequate amenities for very large, high density projects. No open space requirement is proposed for smaller and lower density projects (essentially those limited by height limits). In general, downtown housing is intended to be attractive to those who find proximity to shopping and services a substitute for open space and recreational amenities associated with more conventional residential development.

POLICY 3.2

ENCOURAGE NEW RESIDENTIAL DEVELOPMENT AT HIGH DENSITIES CLOSE TO THE DOWNTOWN CORE.

High density residential development is proposed to be encouraged and accommodated north and south of the retail core in the Medical and Central Park districts and, to a lesser extent, on a few sites west of El Camino, as shown on the Residential Use Policies Map. These areas are most appropriate for residential uses at higher densities than would be allowed in other parts of the City due to their proximity to downtown shopping, services and employment. Existing citywide restrictions on unit and population density are inappropriate in the downtown and would not be applied. A different set of standards would govern density of residential development.

CBD RESIDENTIAL DEVELOPMENT STANDARDS

Housing allowed in mixed use projects.

Residential use permitted to exceed base floor area provided that total floor area does not exceed the maximum permitted floor area. Unit density limits not applicable.

Residential development which is permitted over and above the base floor area ratio of 4:1, whether base FAR is utilized for residential or nonresidential use, to include private open space equal to 80 square feet per unit or common open space equal to 150% of private open space requirements or a combination of both, provided that private open space to be credited for any one unit shall not be less than 75 square feet nor have any dimension of less than 6 feet.

Any portion of lot area used for surface parking or above-grade parking included to meet parking requirements shall be included in floor area for purposes of computing maximum permissible floor area.

DOWNTOWN RESIDENTIAL OVERLAY DISTRICT DEVELOPMENT STANDARDS

Residential use permitted as a principal use or as a part of a mixed use project, provided that in C zones, residential units shall be permitted only above ground level.

Residential development to be permitted in excess of the base floor area ratio permitted for the underlying district provided that the maximum floor area ratio, including residential use, shall be 5:1 and maximum floor area ratio for an exclusively residential project shall be 3:1.

Minimum usable open space required equal to 80 square feet per unit in private open space or common open space equal to 150% of private open space requirements or a combination of both, provided that private open space to be credited for any one unit shall not be less than 75 square feet nor have any dimension of less than 6 feet.

Setbacks and yards: for mixed use projects, yards or setbacks in underlying district are applicable. For project only involving residential use, yards and setbacks same as R6-D.

Height and bulk limits as in Height and Bulk Plan.

R6-D ZONE (DOWNTOWN HIGHEST DENSITY RESIDENTIAL) DEVELOPMENT STANDARDS

Maximum floor area ratio: 3:1

Unit density limitations: none

Yard requirements:

Building Height	Front	Side	Rear
under 56'	20	15	25
56 - 75'	25	25*	25
75 - 120'	25	25*	35
over 120'	25	25*	40

* May be reduced to 15' if abutting street (corner lot) other than a street with a higher mandatory setback.

Maximum coverage (including enclosed or covered parking):

up to 55' above grade	55%
above 55'*	40%

Access and Parking:

Access not allowed from Primary Peripheral Street unless no other access available.

Surface parking allowed in rear yard and must be covered with deck or trellis. Where maximum dimension of rear yard extends along a street, surface parking not allowed in rear yard. If building height exceeds 55', code required parking must be below grade or in structure.

Usable Open Space:

Minimum of 80 square feet per unit in private open space directly accessible to unit or 150% of private open space requirement in common open space or combination of both, provided that no creditable private open space shall be less than 75 square feet or have a dimension of less than 6 feet and provided that no creditable common open space shall be less than 300 square feet with a dimension of less than 15 feet.

Landscaping and Ground Level Open Space:

Perimeter landscaping required around all surface parking at property lines; 25% of required rear yard must be landscaped and planted open space and not in parking or driveways.

* The 40% coverage requirement is required only for the portions of the building above 55 feet.

POLICY 3.3

ENCOURAGE NEW RESIDENTIAL DEVELOPMENT IN THE GATEWAY AND NORTH CLAREMONT DISTRICTS AT VARYING DENSITIES FOR A VARIETY OF NEEDS CONSISTENT WITH THE CHARACTER OF ADJACENT NEIGHBORHOODS, TRAFFIC CAPACITY OF ADJACENT STREETS AND ACCESSIBILITY TO TRANSIT AND THE DOWNTOWN CORE, IN ACCORDANCE WITH THE RESIDENTIAL USE POLICIES MAP.

The North Claremont and Gateway Districts have the greatest potential to provide additional housing to meet a variety of housing demands and needs within reasonable proximity to the downtown, especially moderate cost housing. Such development must generally be at densities somewhat lower than those permitted closer to the downtown core to reflect the higher dependence on the automobile, distance from core area services, the differences in the market for housing in these areas and the desire to achieve relatively low building costs. In addition, new development must take into consideration potential impacts on adjacent neighborhoods in terms of changes in scale and character, traffic impacts and appearance.

The highest densities in the Gateway district are proposed to be permitted between Third and Fourth Avenues where greater building heights would be permitted and where greater lot depths permit greater densities while meeting parking requirements. To the north and south of this area, somewhat lower densities would be permitted, due to changes in lot sizes, proximity to lower density neighborhoods and environmental objectives relating to San Mateo Creek. In the North Claremont area, the area between First Avenue and San Mateo Creek from the railroad to Claremont would allow high density development to take advantage of access to the train station. Other portions of the North Claremont area would be allowed for medium high density comparable to that in the northern part of the Gateway District.

POLICY 3.4

ENCOURAGE THE DEVELOPMENT OF NEW LOW AND MODERATE INCOME HOUSING, ESPECIALLY RENTAL HOUSING IN DOWNTOWN NEIGHBORHOODS, TO ENHANCE HOUSING OPPORTUNITIES FOR THOSE WHO REQUIRE MORE AFFORDABLE HOUSING, INCLUDING DOWNTOWN EMPLOYEES, AND TO PROVIDE SUCH HOUSING CLOSE TO AVAILABLE SERVICES AND SHOPPING, AND TO MITIGATE EFFECTS OF NEW DEVELOPMENT ON DISPLACEMENT OF LOW AND MODERATE INCOME RESIDENTS.

The downtown area can play a substantial role in meeting the City's housing objectives, especially in the development of new low and moderate income housing. This is so despite the generally higher land values associated with downtown, due to the availability of substantial underutilized land, the potential for housing in mixed use projects and the appropriateness of higher density housing in the downtown area than elsewhere in the City.

The previous policies in this section provide for the increase in residential densities necessary to make possible development of new housing at least for moderate income households, although additional assistance may be required in some areas. In order to meet the needs of lower income households, density increases will not suffice.

Twenty percent of tax increment funds received in the downtown redevelopment area must be spent for the production of new low and moderate income housing. In order to take advantage of downtown as a site for such new housing, it is proposed to give first priority to the use of those funds in the downtown area, especially in the Gateway and North Claremont districts where substantial opportunities exist. Wise and selective use of the funds can both

R5-D ZONE (DOWNTOWN HIGH DENSITY RESIDENTIAL) DEVELOPMENT STANDARDS

Lot size and density standards:

Lot Area	Minimum Lot Width	Lot Area Per Unit	Other
less than 18,000 sq. ft.	same as R-5	same as R-5	none
18,000 - 39,000 sq. ft.	120'	575 sq. ft.	must be corner site
over 39,000 sq. ft.	250'	400 sq. ft.	must be corner site

Yard requirements:

Building Height	Front	Side	Rear
55' or less	20'	15'	25'
55 - 75'	25'	25'*	25'
75 - 120'	25'	25'*	35'

* May be reduced to 15' if abutting a street (corner lot) other than a street with a higher mandatory setback.

Access and Parking:

Surface parking only allowed in rear yard and must be covered with deck or trellis. Where maximum dimension of rear yard extends along a street, surface parking not allowed in rear yard. Access to parking not allowed on designated Primary Peripheral Access Street if other access available.

Usable open space:

Minimum 80 square feet per unit in private open space directly accessible to unit or 150% of private open space requirement in common open space, or combination of both, provided that no unit shall have a private open space of less than 75 square feet with any dimension less than 6 feet and no common open space less than 300 sq. ft. with a dimension of less than 15 feet.

Landscaping and Ground Level Open Space

Perimeter landscaping required around all surface parking; 20% of required rear yard must be landscaped and planted usable open space and not in parking or driveways.

R4-D ZONE (DOWTOWN MEDIUM HIGH DENSITY RESIDENTIAL) DEVELOPMENT STANDARDS

Lot size and density standards:

Lot Area	Minimum Lot Width	Lot Area Per Unit	Other
less than 12,000 sq. ft.	same as R-4	same as R-4	none
12,000 - 15,000 sq. ft.	100'	900 sq. ft.	none
15,000 - 25,000 sq. ft.	150'	700 sq. ft.	must be corner site
over 25,000 sq. ft.	150'	600 sq. ft.	must be corner site

Yard Setbacks:

Front 20 feet; rear 25 feet or 25% of lot depth, whichever is greater, to maximum of 40 feet; side 15 feet.

Minimum Usable Upen Space:

100 square feet of private open space directly accessible to unit or 150% times the private open space requirement in common open space or a combination of the two, provided that no private open space for a unit shall be less than 80 square feet nor have a dimension of less than 8 feet, and provided that no creditable common open space shall be less than 400 feet with a dimension of less than 20 feet.

Maximum coverage:

45%

Access and Parking:

Access not allowed from Primary Peripheral Streets unless no other access available. Surface parking only allowed in rear yard and must be covered with deck or trellis. Where maximum dimension of rear yard extends along a street, surface parking not allowed within rear yard.

Landscaping and Ground Level Open Space:

Perimeter landscaping required around all surface parking; 25% of required rear yard must be landscaped and planted usable open space and not in parking or driveways.

promote additional low and moderate income housing resources and an overall increase in the housing supply, as well as relocation resources for those displaced by private redevelopment.

This is proposed to be accomplished chiefly by targeting such funds to low and moderate income housing production where new, higher density residential development is proposed in the plan and faces a number of obstacles, such as problems of land assembly, inadequacies of infrastructure and land costs. This would chiefly involve making such funds available outside the redevelopment area itself since few opportunities exist in the redevelopment area.

Private development activity will result in some displacement of low and moderate income households within the downtown area. The Plan does not anticipate public action which would result in displacement, except for the sites to be acquired for public uses. In those cases, the City would be obligated to provide relocation assistance in accordance with state law. In order to assure some assistance to those displaced by private development supported by this Plan, especially development of new housing, it is proposed to require that developers provide relocation assistance to those who would be displaced.

POLICY 3.5

ASSIST HOUSING DEVELOPERS WHO ARE REQUIRED TO PROVIDE HOUSING FOR VERY LOW INCOME HOUSEHOLDS WITHIN THE DOWNTOWN REDEVELOPMENT AREA TO PROVIDE SUCH HOUSING.

Any developers of new housing or rehabilitated housing within the redevelopment area are required by State Law to assure that 15% of such units will be available to low and moderate income households, including 6% for very low income households. Generally, the 9% portion of the 15% requirement should present little problem for downtown housing developers. However, the 6% requirement could seriously thwart the incentive to provide new housing in the part of downtown which is within the redevelopment area. It may also be practically difficult to include housing for very low income households within projects intended for persons of much higher incomes. The City may assist in meeting or exceeding this requirement by helping to find and make available sites and by assisting, where necessary, in financing the provision of units for very low income households.

4.0 PUBLIC USES POLICIES

Policies pertaining to new parks or open space are found in the Community Design Element. Policies on parking and transportation facilities are found in the Parking and Transportation Element. No new libraries are planned in the downtown due to the location of the Central Library just outside the downtown area. Except for such facilities, most public facilities which are in the downtown do not require significant change. An exception is fire stations. While past consideration has been given to relocating City Hall downtown, such relocation is not likely for many years, if ever. Therefore, no policy is included in this Plan on the relocation of City Hall.

A possible performance facility is discussed under Policy 2.6

POLICY 4.1

PLAN FOR REPLACEMENT OF THE EXISTING HEADQUARTERS FIRE STATION AND STATION NO. 4 ON HUMBOLDT BY A NEW, LARGER STATION CENTRALLY LOCATED BETWEEN THE TWO EXISTING STATIONS.

Neither of the existing fire stations in downtown respond perfectly to the needs of the Fire Department. Both are very active and both are located on relatively small sites. Sale of both sites would be relatively easy and should command, particularly in the case of the headquarters, substantial revenues. Sale would also advance land use policies with respect to the area in which each is located. Consolidation could result in substantial savings in annual operating costs.

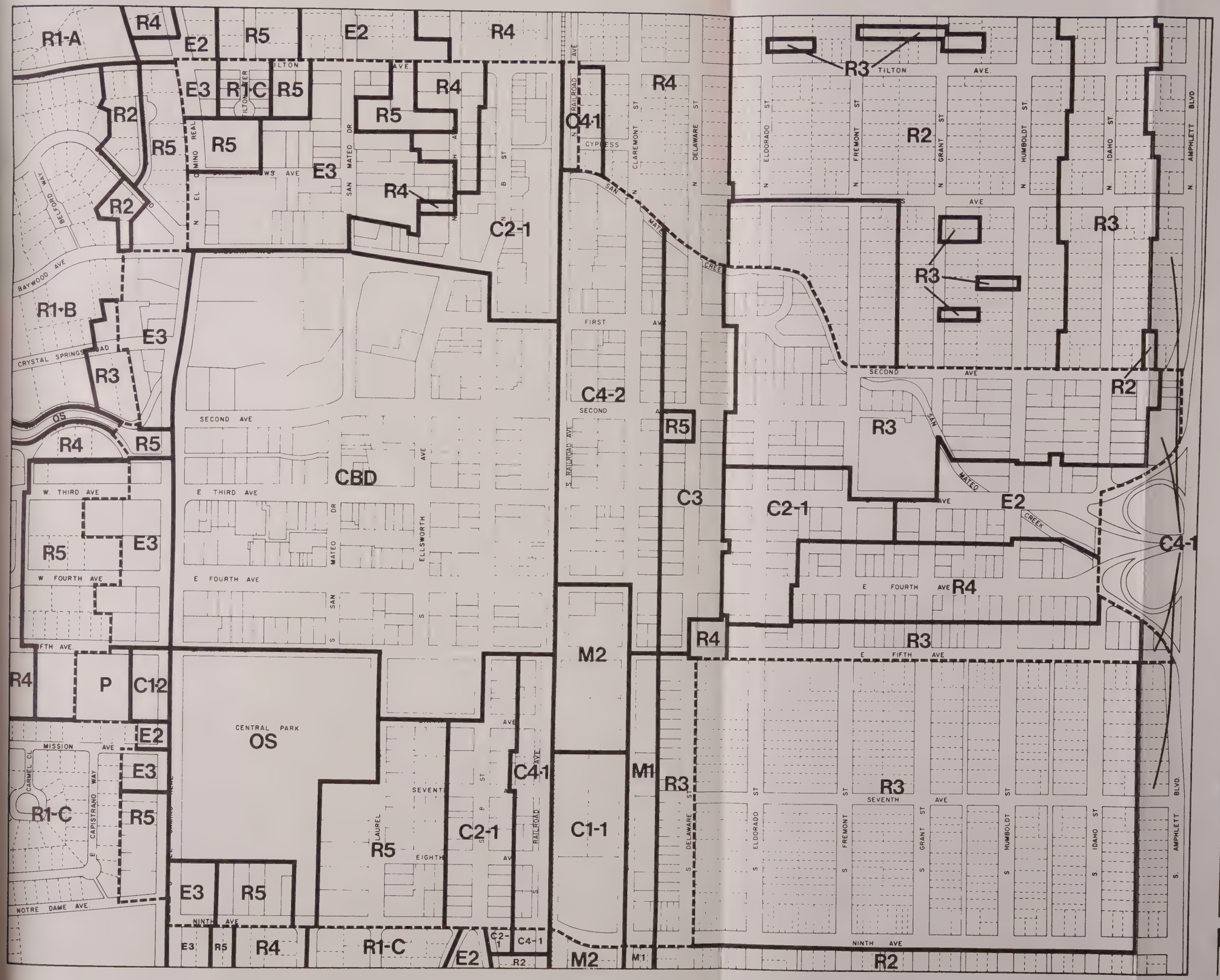
Serious consideration should be given to acquiring a site of 20-25,000 square feet for construction of a two or three level station, including administrative space, residential space and equipment storage, along with a multilevel parking structure. The preferred location would be on Claremont, Delaware or Eldorado between Third and Fourth to ensure quick access to both sides of the tracks, east of U.S. 101 and to the north and south. Relocation of the station or its precise location may depend on relocation of the Caltrain terminal. If the terminal is relocated north of First, there will be greater assured access along Third and Fourth Avenues to the west of the tracks from a new station in the Claremont or Gateway districts. If this does not occur, it may be preferable to locate the station closer to Fifth Avenue to avoid street blockage by Caltrain.

POLICY 4.2

WHEREVER FEASIBLE, ENCOURAGE PRIVATE DEVELOPMENT IN CONJUNCTION WITH PUBLIC FACILITIES, INCLUDING AIR RIGHTS DEVELOPMENT AND LEASED SPACE.

As discussed more thoroughly in the Parking and Transportation Element, and referred to under Commercial Space Policies, it is proposed that private development be included within public parking structures, the most common of public facilities, along with streets, in the downtown area. Ground floor retail use should be included in public parking structures wherever possible to carry out the Commercial Use Policies of the Plan. Private office and residential development over or adjacent to public parking should also be encouraged, both to generate revenues and to make better use of such land. In some cases, sale of air rights could make placement of parking below grade feasible.

If a new fire station is located in the Central Claremont District, it may also be possible to offer use of air rights for new office development.



Existing Zoning

- R1-C One family dwelling
- R3 Garden apartments
- R4 Medium density apartments
- R5 High density apartments
- C1 Limited retail commercial
- C2 General commercial
- C3 Hwy. & service commercial
- C4 General service & wholesale
- CBD Central Business District
- E2 Second Executive
- E3 Third executive
- M1 Limited manufacturing
- M2 General manufacturing
- OS Open Space
- P Parking
- ---- Downtown Plan Boundary

DOWNTOWN SPECIFIC PLAN

2 acre
1 acre
1/2 acre

0 200

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CALIFORNIA

Proposed Zoning

R 1·C	One Family Dwelling
R 4	Multiple Family Dwellings (med. high density apts.)
R4·D	Downtown med. high density residential
R 5	Multiple Family Dwellings (high density apartments)
R5·D	Downtown high density residential
R6·D	Downtown highest density residential
/R	Residential Overlay District
C 1	Limited Retail Commercial
C 2	General Commercial
C 4	General Services & Wholesale
CBD	Central Business
E 1	First Executive
E 2	Second Executive
E 3	Third Executive
P	Parking
OS	Open Space

DOWNTOWN SPECIFIC PLAN

2 acre
1 acre
1/2 acre

0 200

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CALIFORNIA

COMMUNITY DESIGN

COMMUNITY DESIGN ELEMENT

BACKGROUND

SETTING

The Origin of Downtown Form

The downtown is Old San Mateo. Its visual framework, urban imagery, overall sense of scale and mix of uses are all derived from the original town, which covered sixteen blocks in 1863 and grew up along the Creek and railroad. The unifying street grid, which forms small, squarish blocks, provides the basic order and sense of place of the downtown setting.

Community Image, Identity and Character

The easiest way to view the image, identity and character of the downtown is to look at how the visual character and function of each sub-area relate.

The downtown is distinguished by two major divisions west and east of the railroad. Within these two broad divisions of the downtown, strongly perceived subareas are apparent west of the railroad; smaller, weaker subareas are found to the east. The core shopping area extends from Fifth to Second primarily along Fourth Avenue and Third Avenue from El Camino to the railroad and along B Street, primarily from Fifth to Baldwin. The B Street corridor is completed by the weaker subareas of North B Street and South B Street. The primarily residential Central Park area flanks the retail core to the south, while the Medical District forms the northern edge.

East of the railroad there are several weakly perceived districts: the Claremont Avenue corridor is composed of three weakly distinguishable subunits but all forming a somewhat mixed light industrial, auto-oriented retail zone with new garden office uses taking place along South Claremont Street.

The area loosely called the Gateway, tends to be a highly fragmented mixture of uses and remnants of residential areas. The character changes from block to block; areas that are discernible as neighborhoods tend to be small and formed around portions of streets. The older pattern of smaller homes fronting on streets has been breached, especially along Third, by a sequence of vacant lots, surface parking, auto-oriented commercial uses and open land. A dominant image occurs at the intersection of Delaware and Third where all four corners contain auto-oriented, drive-in uses. Along the Creek, great privacy and sense of seclusion is afforded the small residential neighborhoods tucked into the trees.

Overall, the physical attributes which detract from the image of the Gateway, are its weakness of form and chaotic visual character (especially in the Fourth and Third Avenue corridor). Assets include the strong, prominent vegetation which frames San Mateo Creek, the mature canopy of street trees along Fifth Avenue, and the scattering of mature street and yard trees which are important visual resources of a block-to-block basis.

Some of the major issues that must be addressed by community design policy include: (1) the need to maintain and

strengthen the major natural edges which define the downtown; (2) the need to promote the distinction between suburban and urban character as a major concept of downtown form and image; (3) the need to establish more definitive land use roles and corresponding visual images for the subareas and corridors of the downtown.

Legibility of the Downtown

Legibility can be thought of as the identification of a place with a characteristic shape and appearance by those who see it from a distance. Many people suggest that a high degree of legibility can increase the commercial success of a downtown. Others feel that a distinct, legible downtown distinguishes a city from its neighbors and contributes to community identity and pride.

For travelers on the Bayshore Freeway, there are few landmarks to distinguish the Peninsula's cities. Approaching San Mateo from the north, all views are obscured by freeway landscaping and adjacent buildings. It is not until a traveller is actually on Third Avenue in the Gateway that the downtown comes into view. Travellers approaching the city from the south have glimpses of the tallest buildings (e.g. Townhouse Plaza), but no direct views of downtown. The structures which are most readily seen, particularly from Highway 92, occur along the El Camino corridor (e.g. Bell Savings, Bayview) and, while offering some legibility to the city as a whole, do not contribute to the identity of the downtown.

In addition to freeway views, the major approaches and entrances to the downtown can influence legibility. The most inviting approaches occur along El

B Street Looking South at Baldwin Avenue

Camino and down San Mateo Drive from the north. Other major approaches to downtown such as B Street, Delaware and Third Avenue through the Gateway are poorly defined and offer no entrance quality.

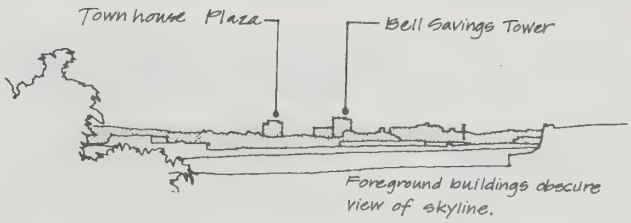
Several urban design techniques can enhance the overall legibility of the downtown. These include selective placement of taller buildings (such as the B Street entrance or in the Central Claremont area), strengthening prominent street tree plantings, placement of a symbol (such as a flagpole) and development of consistent signage.

Conservation

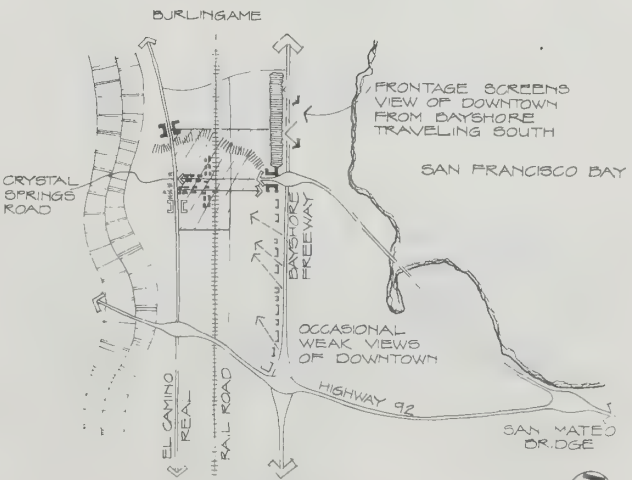
The City has many visual assets worthy of conservation and protection including the natural framework of visually prominent boundary vegetation and mature heritage trees within the downtown area, the streetscape pattern of continuous storefronts and grid streets within the retail core and buildings of historical or architectural significance or architectural interest.

The patterns of topographic and vegetation features contribute to the visual definition of the downtown. The nearly treeless cityscape of streets, parking lots, sidewalks and buildings of the central downtown area is surrounded by a green band of vegetation. The trees along San Mateo Creek to the north merge toward the west with the mature vegetation of hills which form a lush backdrop to the commercial core. The trees of Central Park and the mature street and yard trees of the older neighborhood to the south tend to create the image of an urban island surrounded by a rich, green suburban garden.

The storefront streetscape of the core area represents a distinct urban pattern which needs to be maintained to function as a healthy shopping environment.



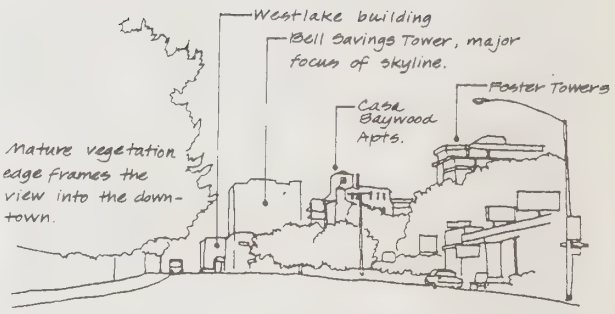
Downtown skyline as seen from Highway 92.



Regional Legibility Map

A related value is the older street grid of small, squarish blocks which tends to unify the central downtown area and provides a heightened sense of pedestrian scale. Within the retail core, this grid pattern promotes ease of pedestrian movement and thus improves its function as a shopping precinct.

Finally, San Mateo's history as the oldest city in the County has left it with a rich, yet vanishing heritage of historic buildings. These buildings provide the community with a link to past eras; they express the history of the City and help to distinguish the downtown from other communities of the Peninsula.



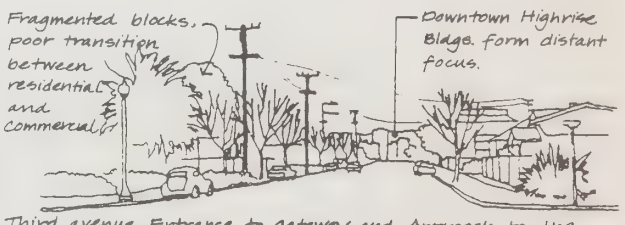
El Camino Entrance to Downtown, Looking South at Baldwin.

Relationship of Downtown to the Surrounding Area

A major concern is that new development have a minimum impact on surrounding single family residential areas. These impacts have to do with the intrusion of excessive levels of traffic and the degree to which taller buildings may block views or sunlight or simply result in an unattractive transition from taller to smaller buildings.

El Camino Entrance to Downtown, Looking North at Ninth Ave.

Several urban design elements are available to mitigate the intrusion of taller or more massive buildings into residential neighborhoods. For example, much of the downtown area provides a useful buffer. This buffer is particularly strong where tall trees line much of San Mateo Creek (Route 101 to the railraod), those which distinguish Central Park and the continuous massing of street and yard trees in the Medical District. In addition, roadways can act as boundaries to create a transition between contrasts in building height and bulk, especially when adequate street trees are present (e.g. Ninth Avenue and Fifth Avenue).



Third avenue Entrance to gateway and Approach to the Downtown, Looking West at Fremont Street.

Elsewhere, a gradual transition of building height and bulk may be desir-

Conservation Values and Features

QUALITY INTERIOR VIEWS EXTERIOR VIEWS

CREEKSIDE VEGETATION

OTHER VISUALLY PROMINENT BOUNDARY VEGETATION

HERITAGE MATURE — DOWNTOWN HERITAGE TREES & MATURE TREES

ARCHITECTURALLY/ HISTORICALLY SIGNIFICANT BUILDINGS

SITE OF HISTORIC SIGNIFICANCE

OTHER BUILDINGS OF ARCHITECTURAL INTEREST

DOWNTOWN SPECIFIC PLAN

2 acre
1 acre
1/2 acre

0 200

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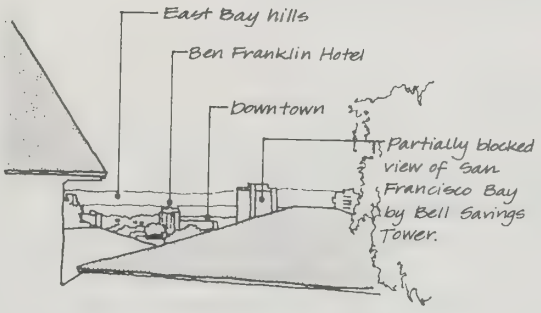
able such as along North Ellsworth, North B Street, South B Street, South Delaware and along Fifth Avenue. Mid-block transitions from one type of building height and bulk to another have been used throughout the City, but with mixed results.

For the neighborhoods in the hills to the west of the downtown, tall buildings can either enhance or detract from existing outward views of the City, the Bay and the East Bay Hills. The major threat involves the continued highrise development along El Camino, creating a wall that would block direct views of downtown and, to some degree, of the Bay. Elsewhere, within the downtown taller buildings appear to have potential to shape and enhance the skyline without blocking views from the hills.

View From Virginia Street at Georgetown, Showing Impact of Highrise Buildings.

Core Shopping Area

Variations in streetscape quality within the downtown core shopping area are depicted in the Core Area Streetscape Qualities map. This map identifies the interrelated visual and functional qualities which give this district its identity and unique character. The core area represents a traditional storefront environment. Its qualities of layout and form, compactness, ease of pedestrian movement, store-auto access, good access from major roads, and comfortable walking distance from adjacent neighborhoods give it great advantages as a shopping environment.



View From the Hills to the West of the Downtown, Showing Impact of Highrise Buildings.

B Street, Third Avenue and Fourth Avenue are the strongest pedestrian-oriented shopping streets with Ellsworth and San Mateo Drive serving as weaker connections between Third and Fourth. Of these, B Street and Third Avenue represent the strongest storefront environments in terms of architectural character (i.e., providing a sense of enclosure, offering a defined pedestrian area and cornice or roofline and offering overall architectural merit or interest). Fourth Avenue is also

a potentially strong storefront environment, but is weakened by excessive street width and becomes increasingly weak toward B Street as a result of predominance of one-story structures and surface parking.

In addition to architectural character, an urban storefront environment should provide outdoor "people places" and walkways, particularly if they can be protected from direct summer sun and winter rain and wind. The existing downtown shopping area offers few outdoor places for people to congregate or rest, with the exception of Central Park, the plaza between Third and Fourth Avenues behind the Ben Franklin Hotel and streetside benches along major street fronts.

There is a special need within the shopping area to provide smaller outdoor plazas and spaces which are compatible with the storefront environment. A special need is to take advantage of opportunities for outdoor cafes and streetside eating places on the sidewalks which can act as magnets to draw people downtown.

TRENDS

As the urban pattern evolves, some of the recent changes which have taken place indicate trends which may or may not be viewed as desirable by the community. Some changes such as the loss of a favorite restaurant, the retirement of a movie house, or the demolition of old St. Matthews Church can be strongly felt events and cumulatively represent a loss of a favorite landmarks which can never be replaced.

Other changes tend to be obscured by one's sense of familiarity: the conversion of a storefront to a windowless office, a vacant building, a poorly maintained window display, the demolition of a storefront building to make way for a parking lot.

One visually prominent trend has been the increasing number of highrise buildings forming a corridor along El Camino which has increasingly less visual relationship with the downtown. Another, seen in the Gateway and portions of the core area, is the increasing number of surface parking lots and other auto occupancies such as service stations and car lots which tend to fragment the tidy form of blocks and streetfront buildings of an older age.

PURPOSE AND SCOPE

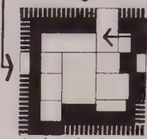
The purpose of the Community Design Element is to guide future development, alteration and improvement of the downtown physical setting so that the existing visual assets of the community can be conserved; the images and forms by which the community can distinguish itself from its neighbors can be enhanced; and the potentially undesirable effects caused by the mass and scale of newer forms and intensities of development can be moderated and, at the same time, used to contribute to desired community form and appearance.

The framework of community design, goals and policies, and measures for implementation contained in this element is based on the careful assessment of community image, identity and character; form and legibility; conservation values; the visual relationship of downtown to the surrounding areas; and the special physical qualities of the core shopping area. These components of downtown form provide a basis for guidelines which are intrinsic to downtown San Mateo and its own distinctive identity.

The Community Design Element consists of three primary components of the environment which can shape community form: building forms; landscaping; and pedestrian areas and open space.

Core Area Streetscape Qualities

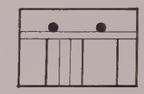
SUMMARY EXAMPLE



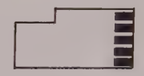
STREET A – UNIFORM STREETSCAPE WITH CONTINUOUS STOREFRONT AND ONE VACANCY

STREET B – UNIFORM STREETSCAPE WITH STRONGER ARCH. RATING, STOREFRONT CONTINUITY BROKEN BY ONE VACANT LOT

- BLANK FACADE
- VACANT LOT
- VOID WHERE VACANT STOREFRONT
- NO STOREFRONT EXPERIENCE OR USE
- SHOPPING WINDOW TURNS CORNER
- CONTINUOUS PEDESTRIAN SHOPPING EXPERIENCE
- HIGHEST ARCHITECTURAL STREETSCAPE RATING
- DOES NOT CONTRIBUTE TO PEDESTRIAN SHOPPING EXPERIENCE
- CORNER BUILDING WITH NO WINDOW ON SIDE



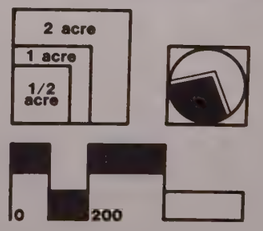
EATING AND DRINKING ESTABLISHMENTS



BUILDING CONTRIBUTES TO STOREFRONT SHOPPING EXPERIENCE

ARCHITECTURAL STREETSCAPE COMBINED RATING SCALE: 1 8
LOW – HIGH

DOWNTOWN SPECIFIC PLAN



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GOALS

General statements of community design values broadly describe the visual environment desired for downtown San Mateo. These goals are designed to make explicit the intent which organizes and underlies all policies which are contained in the Community Design Element and, in turn, provide a basis for specific actions and standards which are subsequently designed to achieve the ends. These goal statements are derived from the existing General Plan, analysis of existing conditions and statements of community attitudes and values.

IMAGE, IDENTITY AND COMMUNITY CHARACTER GOAL

Downtown San Mateo should be visually distinctive, identifiable as the traditional, major center of the City, and organized according to a visually coherent, unified, urban pattern having an integrated, mixed land use character.

FORM AND LEGIBILITY GOAL

The most urban qualities of downtown should be defined by the location of the original town settlement bounded by Delaware on the east and El Camino on the west, First Street to the north and Fifth on the south, to maintain and clarify the traditional appearance of the downtown as the center of the City and to retain a strong urban/suburban visual contrast. The east and west portions of the old downtown as divided by the railroad should be united. The major travel approaches to the downtown should be clear and distinguished in order to lend visual prominence to downtown as a destination.

CONSERVATION GOAL

Where feasible retain, rehabilitate, and strengthen the key elements of downtown's historical pattern of growth and development, and important architectural and historical resources, in order to maintain its distinct image and identity, while protecting the major natural features which help identify and define the downtown area and contribute to its heritage of trees and visually prominent natural areas.

RELATIONSHIP OF DOWNTOWN TO SURROUNDING AREAS GOAL

Minimize the impacts of downtown development on the quality of the environment of adjacent areas while strengthening the beneficial relationships between surrounding neighborhoods and the downtown.

CORE SHOPPING AREA GOAL

The core retail area should retain its role as the community shopping district of the City and focus of the downtown by maintaining its traditional storefront environment, human scale at the street level, angle parking, compact walking environment and atmosphere as a pleasant, comfortable, inviting, and interesting place to shop and work.

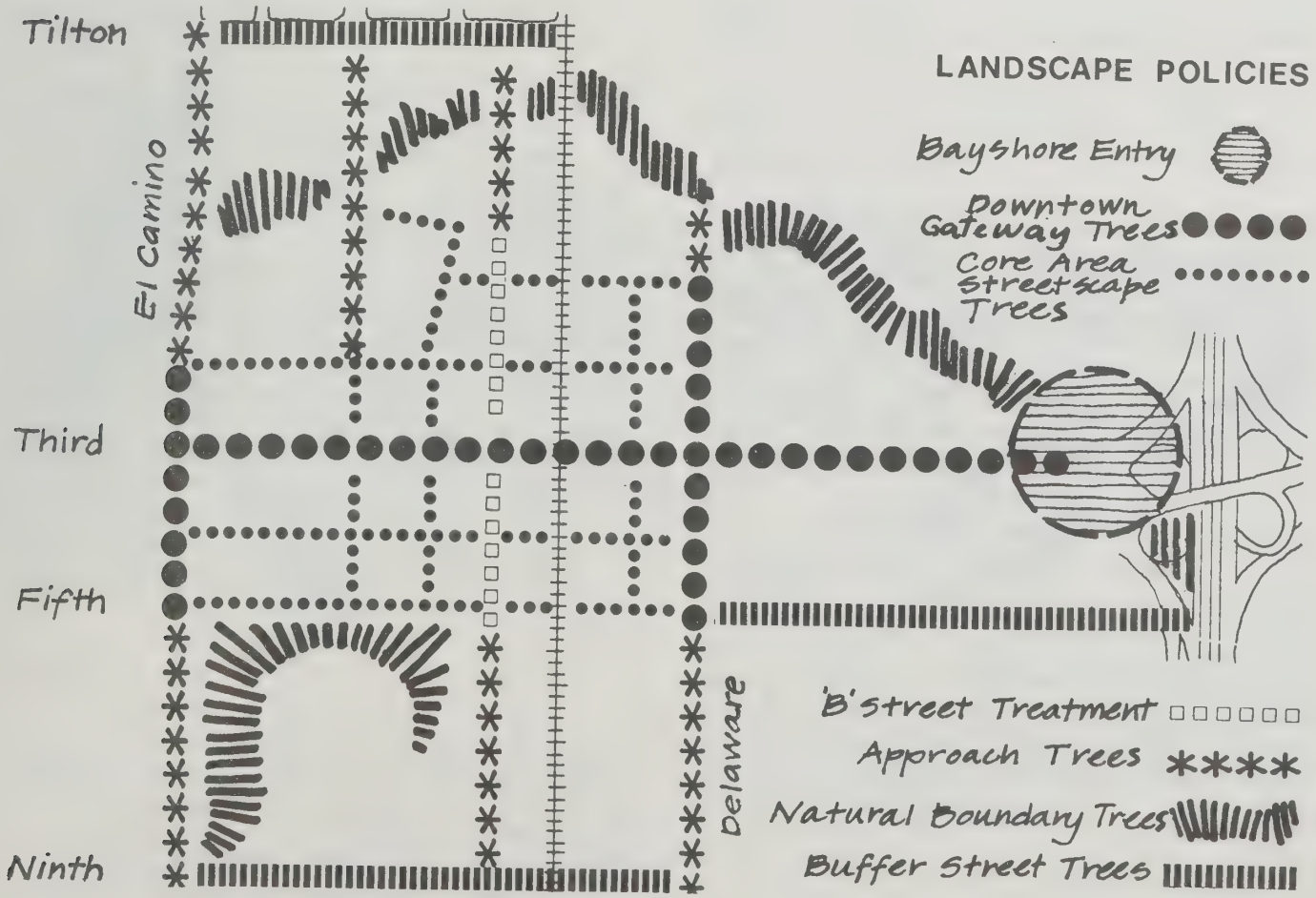
5.0 LANDSCAPE POLICIES

The pattern of trees and shrubs along the streets, yards, and natural areas of the downtown are a visually significant portion of the City pattern. The generally low profile of the existing City and the moderately scaled, proposed building form elements of the design framework will continually emphasize the role that landscape elements can play in enhancing community form and appearance. The identity of the core area, and the orientation given to it for travelers, can be greatly enhanced by a reference system of street tree design and landscaping. Great drama and distinction can be achieved in the Gateway area along Third, for instance, through the use of a hierarchically arranged framework of street trees which enhances this important gateway.

Although a comprehensive landscape framework is needed, which should include significant plantings of new street trees, it is also important to conserve existing natural elements. These include, especially, the visually prominent trees of the San Mateo Creek, which help to form a boundary and buffer to the downtown.

POLICY 5.1

PROVIDE A COMPREHENSIVE FRAMEWORK, WHICH COMPOSES SEVEN DIFFERENT LANDSCAPE ELEMENTS, INTO A COORDINATED PLAN INTENDED TO CLARIFY AND DISTINGUISH SUBAREAS OF THE DOWNTOWN, THE APPROACHES AND TRAVEL CORRIDORS, AND THE NATURAL BOUNDARIES WHICH DEFINE THE DOWNTOWN. (SEE LANDSCAPE POLICIES MAP.)

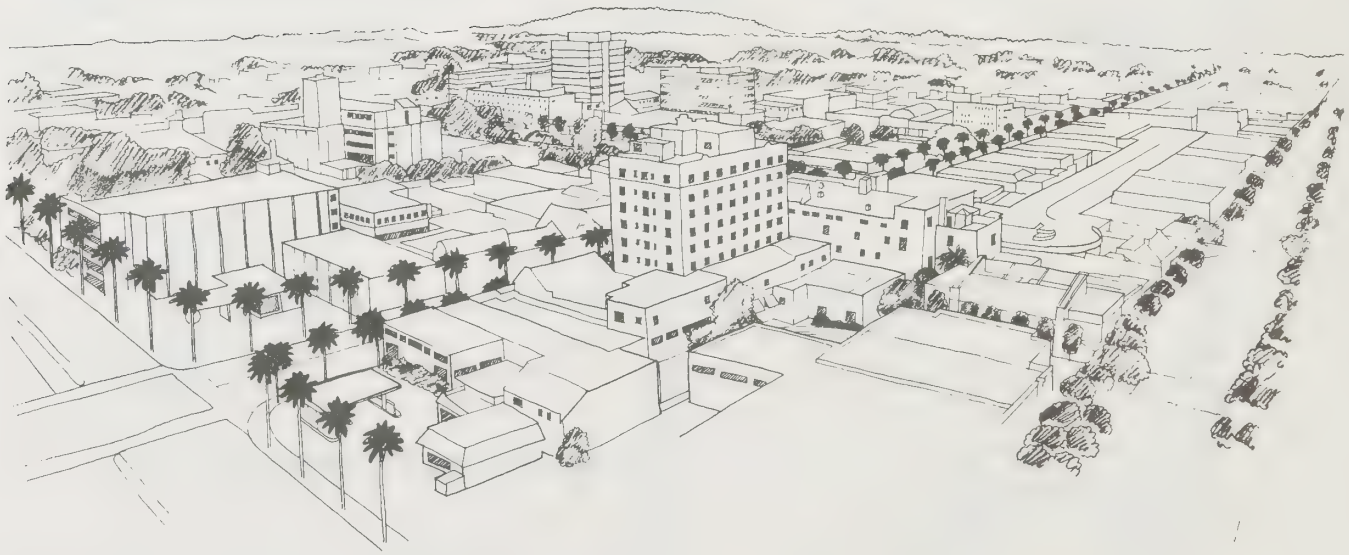


These elements include the Bayshore Entry Treatment, the Gateway Trees, the Core Area Streetscape Trees, the B Street Streetscape Treatment, the Approach Street Trees, the Natural Boundary Trees and the Buffer Street Trees components.

POLICY 5.2

UNIFY THE DOWNTOWN AREA AND ENHANCE THE CENTRAL EAST-WEST CORRIDOR BY PLANTING GATEWAY TREES ALONG THE THIRD AVENUE SPINE FROM THE FREEWAY INTERCHANGE TO EL CAMINO AND AT THE IMMEDIATE EASTERN AND WESTERN EDGES OF THE URBAN CORE ON DELAWARE AND ON EL CAMINO TO SERVE AS A UNIFYING IMAGE AND MARK OF DISTINCTION FOR THE DOWNTOWN.

Distinctive trees are proposed for the Gateway Trees, forming lined boulevards. Such trees can best provide the form needed to unite lowrise and highrise buildings along the east-west spine. They can be interplanted with existing lower trees along Third Avenue east of Delaware and with new landscaping along a landscaped setback, creating a lush environment at the street level. Along Third Avenue within the downtown core, pedestrian-scaled street trees would be avoided to accentuate the quality of building forms along the street. Trees along El Camino from Fifth to Second and on Delaware from Fifth to First would denote the eastern and western boundaries of the core area. Consideration might be given to subsequent planting of the same trees on Fourth Avenue east of Delaware.



POLICY 5.3

CURRENTLY, THE ENTRANCE FROM THE FREEWAY IS ABRUPT AND POORLY DEFINED. AN OPPORTUNITY EXISTS TO JOIN THE OPEN LANDS OF THE FREEWAY INTERSECTION TO THE WOODLANDS OF SAN MATEO CREEK IN ORDER TO CREATE A DENSE MASS OF LARGER TREES WHICH WOULD PROVIDE A VISUALLY SIGNIFICANT TRANSITION FROM THE FREEWAY TO THIRD AVENUE. THE SHARPER, CONTRASTING LANDSCAPE DUALITY WHICH COULD BE CREATED AT THIS ENTRY POINT WOULD PROVIDE A DRAMATIC ENTRY STATEMENT WHICH COULD BE SIMILAR TO THAT EXPERIENCED WHEN APPROACHING THE DOWNTOWN FROM THE NORTH ALONG EL CAMINO AND WHEN PASSING THROUGH THE WOODLANDS OF SAN MATEO CREEK IN THE VICINITY OF THE HOSPITAL COMPLEX NEAR SECOND AVENUE.

POLICY 5.4

VISUALLY UNIFY THE CORE AREA AND JOIN THE PORTIONS EAST AND WEST OF THE RAILROAD BY PLANTING IDENTITY TREES ON ALL STREETS DESIGNATED FOR CORE AREA STREETSCAPE TREES ON THE LANDSCAPE POLICIES MAP.

Trees with good scale and stature should be planted, preferably deciduous, round-headed, fast growing, canopy trees whose height will enhance the roof line of two-story and three-story buildings and create streetscape continuity. Street tree continuity and scale would greatly enhance the low profile of buildings and the width of certain streets such as Fourth Avenue.

POLICY 5.5

HEIGHTEN THE UNIQUE CHARACTER OF B STREET FROM BALDWIN TO FIFTH BY PLANTING THE CORE AREA STREETSCAPE TREES AND BY INSTALLING LOW PLANTERS. EMPHASIZE THE ARCHITECTURAL CHARACTER OF B STREET THROUGH FACADE RENOVATIONS, AWNINGS AND SIMILAR BUILDING ELEMENTS, STREET TREES, FLOWERS AND OTHER VEGETATION IN LOW PLANTERS.

Underground limitations in some portions of B Street make it difficult to plant a continuous row of street trees. At the same time, existing building facades form a unique and potentially interesting streetscape which should be upgraded through a coordinated program of architectural treatment which can be supported by a landscaping approach. Landscape enrichment can be achieved by installation of street trees, flowers and other plant materials and low planters associated with individual storefronts.

POLICY 5.6

VISUALLY DEFINE AND CLARIFY THE MAJOR ROADWAY APPROACHES TO DOWNTOWN AS SHOWN ON THE LANDSCAPE POLICIES MAP, BY PLANTING IDENTITY TREE TYPES WHICH ARE CAPABLE OF ACHIEVING SUBSTANTIAL STATURE WHEN MATURE.

A consistent approach statement should be accomplished for all approaches indicated on the map. This will distinguish all entrances as well as those found on El Camino. The chosen trees should be capable of reaching great height and stature and of rapid growth under local conditions of a high groundwater table.

POLICY 5.7

CONSERVE AND MAINTAIN EXISTING BUFFER TREES SHOWN ON THE LANDSCAPE POLICIES MAP AND PROVIDE FOR NEW PLANTINGS WHERE THE EXISTING PATTERN IS WEAK AS A MEANS OF STRENGTHENING A STREET TREE BUFFER ALONG THE SOUTHERN AND NORTHERN BOUNDARIES OF THE DOWNTOWN.

The pattern of topographic and vegetation features, which contributes to the visual definition of the downtown, includes both the natural boundary trees and the major buffer trees associated with Fifth Avenue and partially along Ninth Avenue. By strengthening this pattern, the downtown can be distinguished from the surrounding residential neighborhoods, reinforcing strong suburban-urban contrast.

POLICY 5.8

PROTECT, CONSERVE AND MAINTAIN NATURAL BOUNDARY TREES, OTHER BOUNDARY VEGETATION, DOWNTOWN HERITAGE TREES AND OTHER MATURE STREET TREES AS SHOWN ON THE LANDSCAPE POLICIES MAP AND THE CONSERVATION VALUES AND FEATURES MAP.

The trees along San Mateo Creek merge toward the west with the mature vegetation of the hills and thus form a lush backdrop to the commercial core. The mature trees of Central Park and the street and yard trees of the older neighborhoods to the south tend to create the image of an urban island surrounded by rich, green suburban garden. The conservation, rejuvenation, and strengthening of these older stands of trees is needed to ensure replacement of trees which are lost through natural causes or as a result of urban development. Those mature trees and tands of trees associated with the creekside vegetation and other visually prominent boundary vegetation, downtown heritage trees and other mature trees which deserve conservation are identified on the Conservation Values and Features Map.

SAN MATEO CREEK PROTECTION OVERLAY DISTRICT INTERIM STANDARDS

No building to occur at a distance from the creek less than that determined by delineation of a setback line equal to two times the depth of the channel measured along a 2:1 slope from the base of the slope (toe of the bank) plus 10 feet for a maintenance and access corridor, to be mapped and included in the Zoning Ordinance.

Dedication of an easement of access equal to the setback for purpose of floodway, vegetation and creek maintenance and public access. Any easement for public access should be consistent with adequate security for adjoining public and private properties.

Protection of all mature trees and understory vegetation from impacts of new construction, maintenance and recreational use.

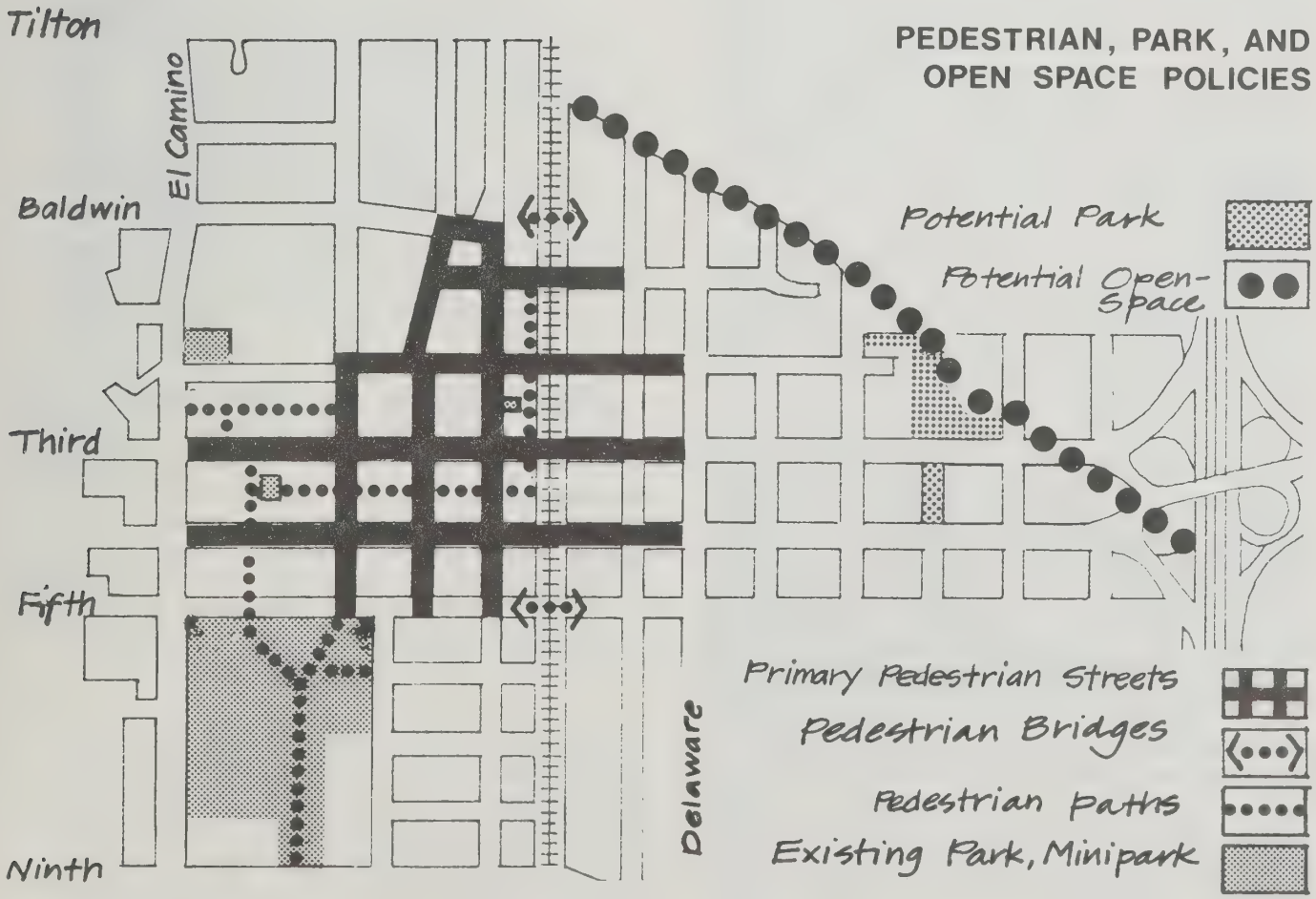
Incorporation of vegetative resources into site plans for new development to take advantage of their amenity value for both private development and public enjoyment.

Provision for correction of vegetative problems as a part of any new development, including erosion, loss of trees and understory due to erosion or other causes and rejuvenation of existing woodlands with younger plants.

6.0 PEDESTRIAN, PARK AND OPEN SPACE POLICIES

Pedestrian amenities, parks and other forms of open space must remain important components of the environment of downtown. Different types of open space and pedestrian amenities are appropriate to different areas in accordance with the expected use and the nature of the pedestrian activity in each area. In the core commercial area, the emphasis should be on pedestrian amenities which enhance the shopping and working environment.

In the Gateway area, new residential development will justify, and would be enhanced by a new neighborhood park. The greatest opportunity to provide such a park, while achieving Citywide open space goals expressed in the General Plan, would be to acquire a portion of the existing Lawrence School site when the site is made available for sale as surplus property. The City will then have the opportunity to acquire parkland at substantially less than market value. Additional open space should be acquired nearby to create a creekside park. Protection of the open space and natural qualities of San Mateo Creek is a high priority.

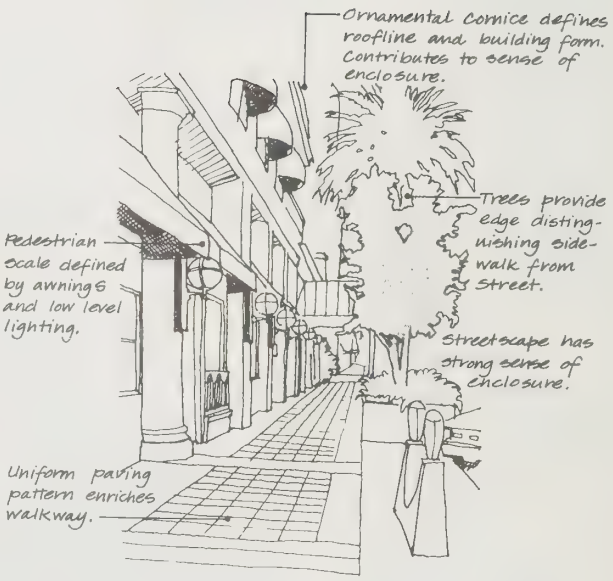


Policy 6.1

ENHANCE THE SIDEWALK ENVIRONMENT OF PRIMARY PEDESTRIAN STREETS SHOWN ON THE PEDESTRIAN, PARK AND OPEN SPACE POLICIES MAP, AS THE PRIMARY FORM OF OPEN SPACE WITHIN THE CORE AREA. THE DOWNTOWN BEAUTIFICATION EFFORT SHOULD FOCUS ON SIMPLICITY AND CONTINUITY OF ALL MEASURES THAT ENHANCE SIDEWALKS AND PEDESTRIAN APPURTENANCES, AND INCREASE THE COMFORT, CONVENIENCE, AND SAFETY OF PEDESTRIANS.

The pedestrian environment and associated amenities should be one of the most valued and satisfying experiences associated with the downtown. The existing core area offers the pedestrian a compact walking environment in which all shopping opportunities are easily accessible. While significant open space is available in adjacent Central Park, the truly meaningful open space amenities for sitting, relaxing, and enjoying the downtown, must become associated with the streets, the focus of people-to-people contact.

The design of a good pedestrian-oriented streetscape requires careful attention to the function of sidewalks as a place where people movement should be facilitated without conflict with people watching and resting functions. The details of streetscape design should serve to unify the diverse environment. Core area sidewalk improvements, including street furniture, should assure continued ease of pedestrian access along sidewalks and across intersections. Emphasis should be placed on improvements which produce uncluttered sidewalks and intersections and do not distract from building facades and proposed street trees.



Pedestrian Environment on Third Avenue Between El Camino and San Mateo Drive.

Both public and private efforts should be aimed at improving the amenities and character of the pedestrian streetscape of the Core Area. Shaded benches should continue to be located at strategic locations, especially where food establishments support sidewalk munching. Outdoor cafes and streetside eating places should be encouraged to extend onto and enliven the sidewalk.

POLICY 6.2

PROVIDE ADEQUATE OPEN SPACE TO MEET THE NEEDS OF EMPLOYEES, VISITORS AND RESIDENTS IN THE CORE AREA BY PROTECTING EXISTING OPEN SPACES AND ENSURING PROVISION OF NEW SPACES TO MEET INCREASED DEMANDS.

Although the sidewalk environment is considered to be the major form of useable open space in the downtown core area, some additional, larger open spaces should be provided to enhance the environment of the core and accommodate additional demands generated by increased employment, shopping and downtown population. Care should be taken that commercial spaces are not empty or open plazas without pedestrian interest or amenities.

Mini-parks, plazas, sidewalk areas, view and sun terraces, and through-block pedestrian ways should be developed to enrich the visual experience of the streetscape, offer outdoor areas for people to gather or rest and enjoy the Core Area setting. They should be designed to serve the particular needs of shoppers, office workers, and residents of the Core.

There are few opportunities to provide new mini-parks directly off the pedestrian street, such as was provided by the benches and landscape areas surrounding old St. Matthews Church on Third Avenue. A few opportunities will occur in major new developments in the future. Conversion of the garage ramp on B Street between Third and Second to a minipark is an opportunity for early public action to create usable downtown open space.

POLICY 6.3

ENHANCE AND EXTEND THE SYSTEM OF THROUGH-BLOCK AND MID-BLOCK PEDESTRIAN CROSSINGS TO PROVIDE IMPROVED PEDESTRIAN MOVEMENT, SAFETY AND AMENITY.

The existing through-block system of pedestrian paths connecting north-south between Fourth Avenue to Second Avenue should be extended to Fifth Avenue at mid-block and then connect to Central Park by means of a mid-block pedestrian crossing. The entire system of interior block pedestrian ways should be improved to a more uniform level of landscaping, lighting, design quality and comprehensibility in order to make such paths more attractive, thereby improving the overall pedestrian environment and making less central parking facilities at Second and Fifth Avenues more attractive for use by shoppers. The connection behind the Ben Franklin Hotel between Third and Fourth provides a standard by which to improve other paths.

POLICY 6.4

PROTECT AND UTILIZE THE OPEN SPACE AND NATURAL AMENITIES OF SAN MATEO CREEK FOR PRIVATE AND PUBLIC BENEFIT, ASSURE ACCESS FOR POLICE, FIRE AND FLOODWAY MAINTENANCE, INCREASE FLOOD PROTECTION AND PRESERVE OPPORTUNITIES FOR FUTURE PUBLIC USE AND ACCESS.

New residential development should take advantage of the open space and recreational opportunities offered by the Creek's resources. Public easements will satisfy the minimum needs for public safety and protect essential public interests in the Creek. While the lands along the Creek are ideal for

private open space use by individual developments, the private use of the areas should not preclude the opportunities to establish public access linkages and linear park space in the future.

POLICY 6.5

ENSURE ADEQUATE OPEN SPACE, PARK AND RECREATION FACILITIES TO MEET THE NEEDS OF EXISTING AND FUTURE RESIDENTIAL POPULATIONS, ESPECIALLY IN AREAS TARGETED FOR ADDITIONAL, HIGHER DENSITY RESIDENTIAL DEVELOPMENT.

Currently, there is a lack of recreation and open space land within the Gateway area. Under the Specific Plan, approximately 600 to 1,000 new residents could be added in the Gateway. According to recommended park standards in the City's General Plan, four acres of neighborhood park space should be provided for every 1,000 residents. Therefore, the increased demand generated in the Gateway will increase the deficiency of local park space.

The Lawrence School site provides a unique opportunity to begin the development of a 1-2 acre park which can incorporate the linear open space values of a portion of San Mateo Creek, while retaining development opportunities on the school site. This location is preferable to others in the Gateway for a neighborhood facility for several reasons: its location between an established neighborhood to the north and the potentially expanding Gateway neighborhood offers an opportunity to serve both; the opportunity to acquire surplus school property at reasonable cost and to connect to other sites along and across the Creek; and the ability to shape new development adjacent to the park. The park could include vacant lots across the Creek from the Lawrence School Site along the Creek, the site where the Creek meets Third Avenue (gas station site), land on the south side of Second from Grant to Fremont, and part of or all of Grant Street itself north of the Creek. Together, at least two acres of new park space could be created, of which about 1/2 acre would be from the school site.

7.0 BUILDING FORM POLICIES

Buildings shape the mass, scale and overall appearance of urban form, and define the streetscape. Buildings and structures form a pattern of height, bulk and distinguishing features which are the dominant elements in a downtown landscape. Building form defines downtown character and gives it identity.

There are three principal ways in which new development can be guided so that existing and new building elements may shape the form and appearance of the downtown:

designing the pattern of buildings' height and bulk;

designing the manner in which building forms shape the edges of city streets and travel corridors; and

conserving buildings and structures of architectural and historic character which may distinguish downtown from other communities and impart a sense of heritage and tradition.

Each of these building elements can contribute significantly to the community design framework.

POLICY 7.1

RELATE THE HEIGHT OF BUILDINGS TO IMPORTANT ATTRIBUTES OF THE PATTERN OF THE DOWNTOWN AND TO THE CHARACTER OF EXISTING AND PROPOSED DEVELOPMENT, WHILE ENHANCING DOWNTOWN'S LEGIBILITY AS THE CENTER OF THE CITY, MINIMIZING DISRUPTION OF IMPORTANT VIEWS, PROTECTING ACCESS TO SUNLIGHT, ASSURING COMPATIBILITY OF SCALE BETWEEN NEW DEVELOPMENT AND AREAS OF UNIQUE AND TRADITIONAL CHARACTER, AND PROVIDING FOR A GRADUAL TRANSITION TO THE LOWER HEIGHTS OF BUILDINGS IN NEIGHBORHOODS AROUND DOWNTOWN.

A plan for the height of buildings provides assurance that new development will fit into, rather than disrupt, the appearance of the downtown and will accomplish goals of the Plan. The strategic location of taller buildings, for instance, can serve as reference points within the City by defining the center of downtown activity, providing orientation to the traveler along the approaches to downtown and enhancing the downtown skyline. Tall buildings can also be sited to minimize disruption of important views or access to sunlight. Retaining the prevailing scale and profile of distinct districts can preserve traditional values. Medium scaled buildings can provide a transition from taller to low-scaled buildings.

The Building Height and Bulk Plan depicts the proposed pattern of maximum building heights, including buildings of high scale (75-120 feet maximum), medium scale (55 feet maximum), and low-scale buildings (36 feet maximum). Taller buildings are proposed to be located generally in a ring around the core shopping area as a means of reinforcing its role as the focus of the downtown and of integrating the surrounding subareas, while protecting the low-scale character and sunlight suitable for a shopping area. All high buildings would be subject to bulk limits to prevent a wall of tall buildings or excessive shadow or wind impacts.

In the Central Park district, midrise residential buildings would be permitted to frame the park and enjoy the indirect access to open space the park provides without infringing on the park. Along South B Street midrise buildings are recommended as a means of

intensifying and reinforcing this important anchor to B Street. Likewise, in the North B Street area, higher buildings at the intersection of B Street and First are recommended. Other highrise buildings are permitted in the Medical Area flanking the Mills Hospital complex.

The most significant concentration of tall buildings is planned for the Claremont Corridor as a means of providing a new image for the eastern portion of the downtown which both reinforces the older core area and the gateway to the east while providing a means of bridging the railroad tracks with an intensive level of use.

Medium scale buildings of 36 to 55 feet would be permitted in core area blocks to maintain the low profile of the storefront environment and sun penetration but provide adequate street enclosure and a transition to taller building elements permitted in the outer ring. Required setbacks for taller elements are established by street width, the height of older buildings and solar access.

Higher building elements could occur along the north side of Fifth Avenue (from El Camino to B Street). On the Wisnom blocks, tall buildings would be set back to prevent complete shadowing of B Street.

Medium scale buildings would be permitted elsewhere throughout the planning area as a means of creating a transition from the taller elements to the lowscale surrounding residential neighborhoods. However, low buildings would be retained in the northeast corner of the planning area, and along South Delaware to be compatible with adjacent single family residential neighborhoods.

POLICY 7.2

CONTROL THE BULK OF TALL BUILDINGS TO PROTECT IMPORTANT VIEWS OF THE BAY AND OF THE DOWNTOWN FROM NEIGHBORHOODS TO THE WEST, TO PROTECT ACCESS TO SUNLIGHT ON PRIMARY PEDESTRIAN STREETS AND TO PROMOTE A PLEASING SKYLINE.

Both the height and bulk (plan dimensions) of buildings affect the degree to which they disrupt views, shape the image of the skyline and block sunlight to streets. As building height increases, the bulk of buildings becomes a more important aspect of these impacts. Therefore, it is proposed to adopt bulk limits to control the width of buildings above certain heights.

In the case of buildings fronting along the west side of El Camino Real, it is proposed to limit the height of buildings to a maximum of 55 feet. In other portions of the downtown where blockage of views is not a concern, bulk limits are proposed to ensure that tall towers have reasonable dimensions in relation to sunlight access and the image of the downtown as seen from afar.

Building Height & Bulk Plan

120 / A — Building Height Zone; Building Height (in feet); Bulk Schedule (below)

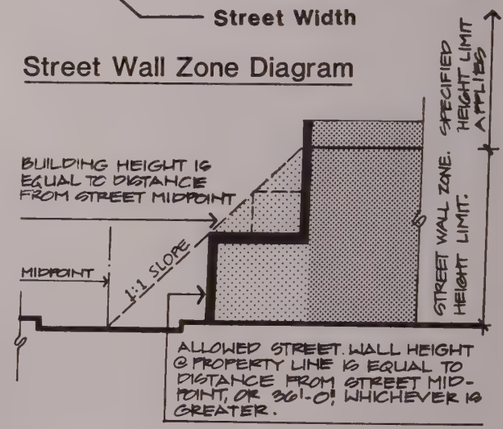
A. ABOVE 55'-0" MAXIMUM BLDG. DIMENSION 150'-0" MAXIMUM DIAGONAL DIMENSION OF 170'-0"!

36 — Building Height

Street Wall Zone (determined by ½ width of street in core area)

70' — Street Width

Street Wall Zone Diagram



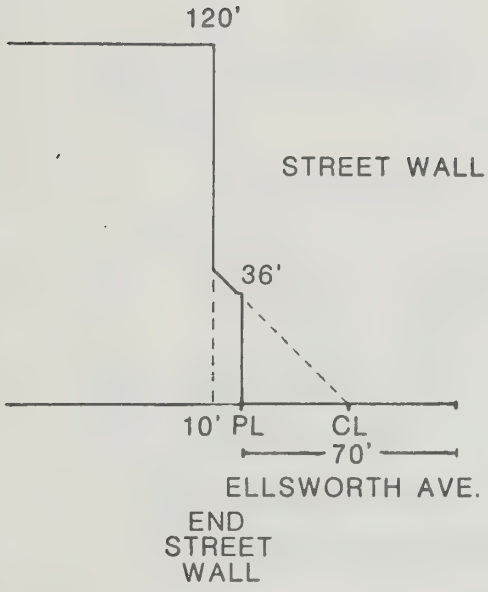
SEE FOLLOWING PAGES FOR DETAILS OF STREET WALL ZONE

DOWNTOWN SPECIFIC PLAN

2 acre
1 acre
1/2 acre

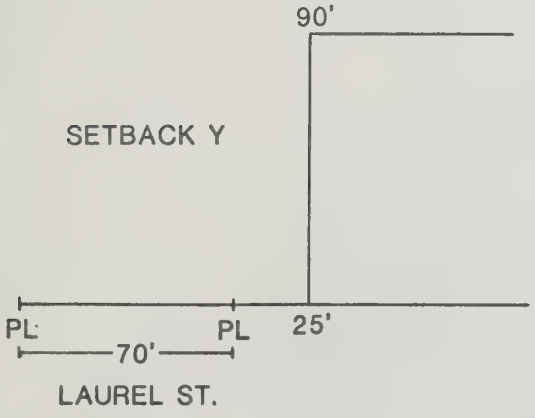
0 200

CITY OF SAN MATEO
CALIFORNIA



(NOT TO SCALE)

**SECTION, STREET WALL ZONE
WEST SIDE OF ELLSWORTH
BETWEEN 2ND AND 3RD AVENUES**



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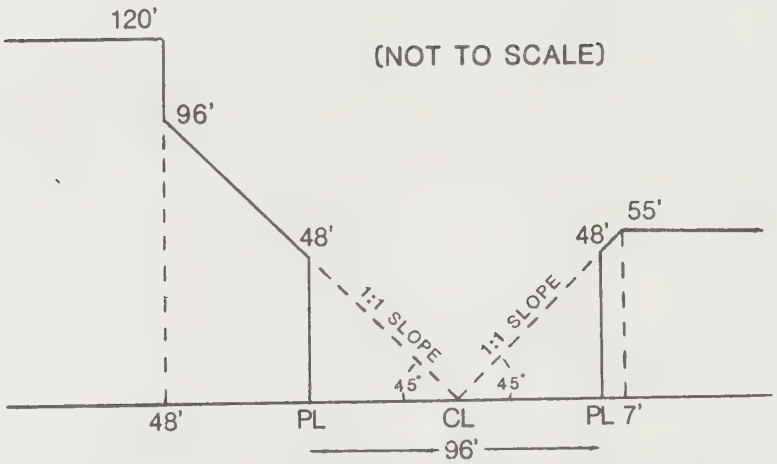
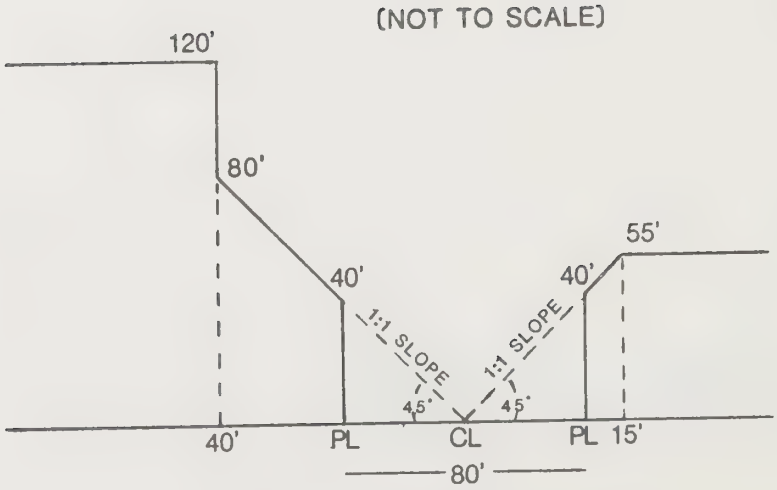
**SECTION, SETBACK REQUIREMENT
EAST SIDE OF LAUREL STREET
BETWEEN 6TH AND 7TH AVENUES**



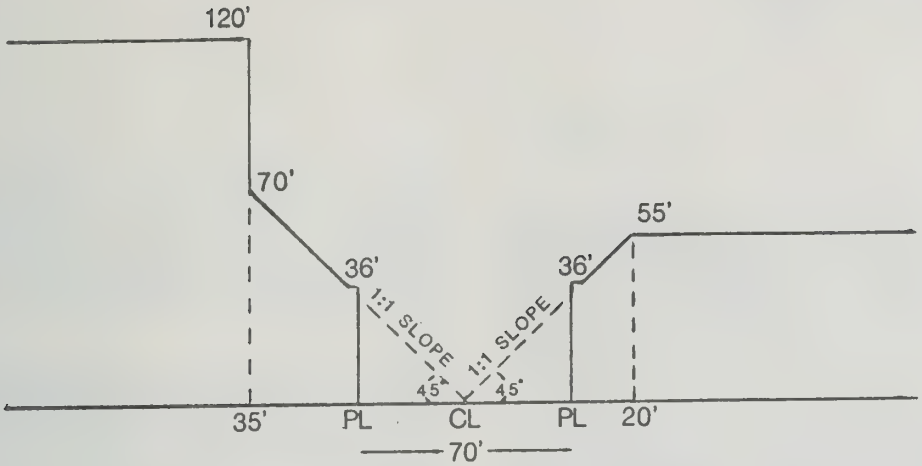
TYPICAL STREET WALL ZONE

STREET WIDTH 96 FEET



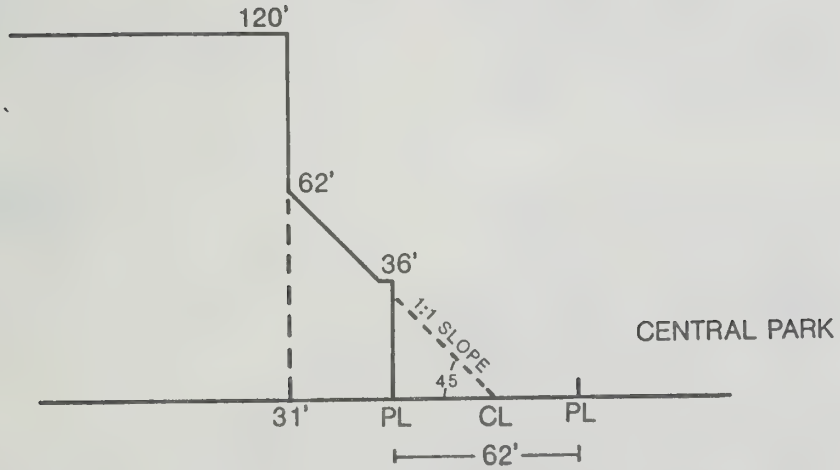
TYPICAL STREET WALL ZONE

STREET WIDTH 80 FEET



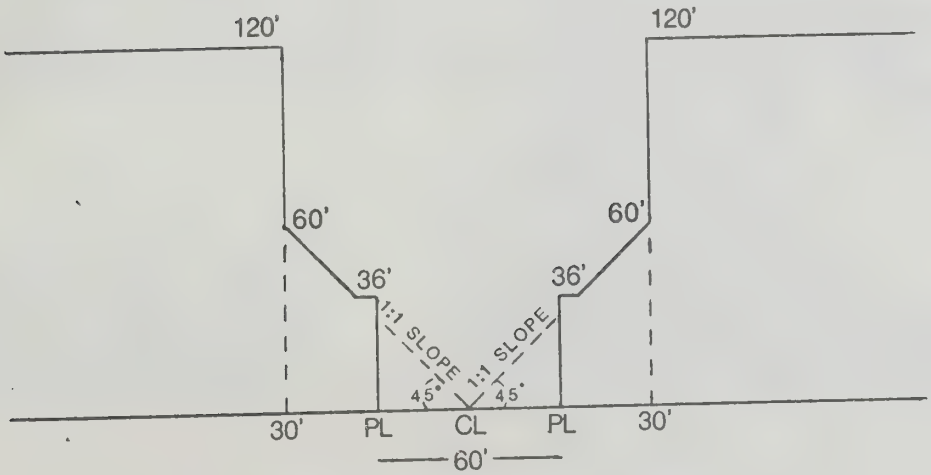
TYPICAL STREET WALL ZONE
STREET WIDTH 70 FEET

(NOT TO SCALE)



TYPICAL STREET WALL ZONE
STREET WIDTH 62 FEET

(NOT TO SCALE)



TYPICAL STREET WALL ZONE
STREET WIDTH 60 FEET

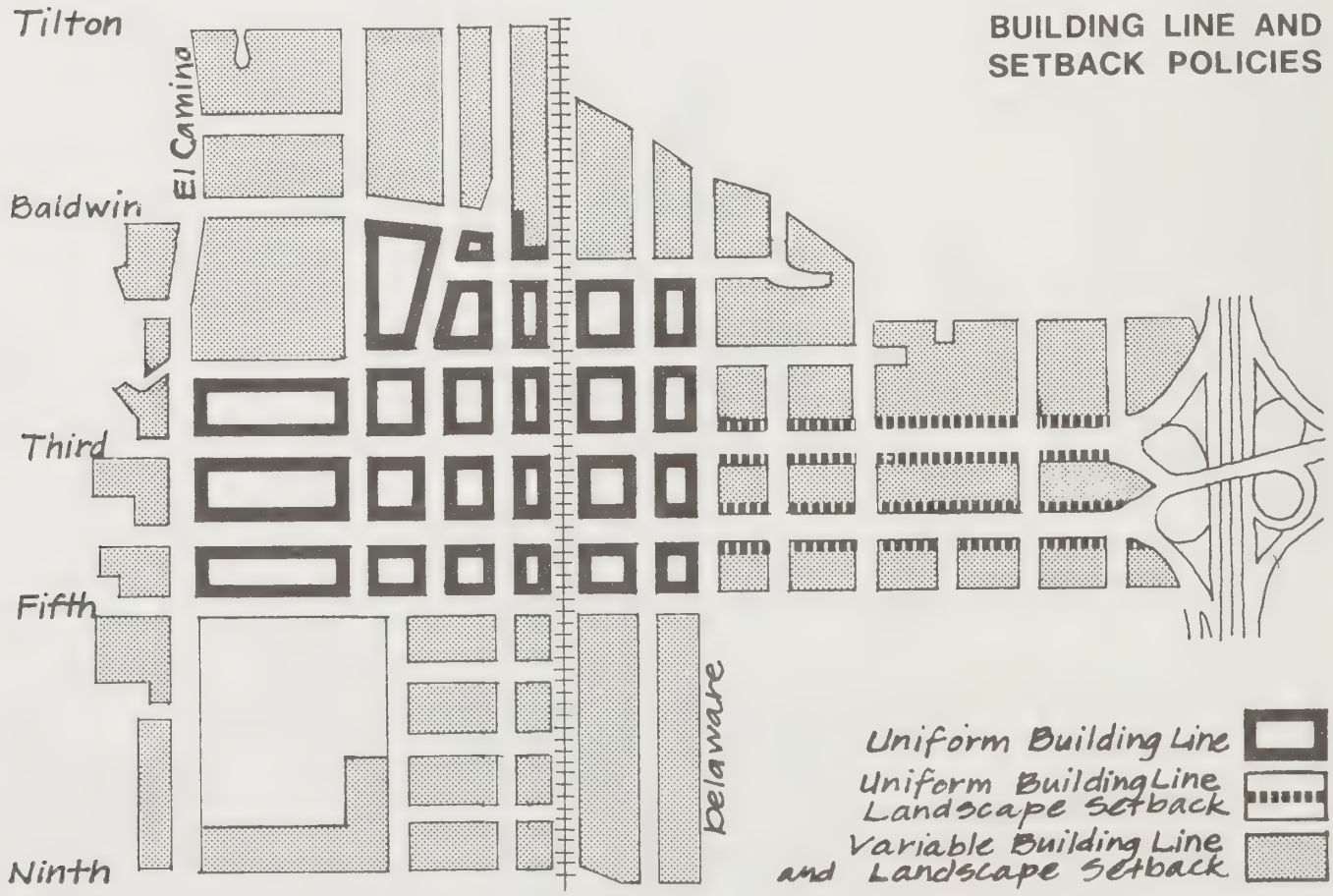
POLICY 7.3

MAINTAIN THE TRADITIONAL STORE FRONT ENVIRONMENT OF THE CORE AREA BY ENSURING THAT NEW BUILDINGS MAINTAIN THE CONTINUITY OF EXISTING BUILDING LINES.

The fronting walls of buildings and their alignment along a street controls the pattern of masses, voids and landscape materials which define the streetscape. Traditionally, the urban core is characterized by continuous building facades which contrast with the more varied interplay of building forms and landscape materials characterizing the suburban portions of the City. Building policies and standards which sharpen this contrast will promote a distinctive downtown image and provide a firm boundary for what should be preceived as the urban center of a largely suburban community.

The Building Line and Setback Policies map designates the Core Area formed by original settlement of old San Mateo as the area where a uniform building line with no setback should be the rule and nearly continuous building facades should be the dominant building form.

Within the Core Area, it is proposed to require buildings generally to be built to the property line along the majority of designated streets.



CBD BUILDING LINE AND SETBACK STANDARDS

New developments shall be built to the property line to a height of not less than the height of the building or 36 feet, whichever is less, except where a setback is required to meet ground floor open space requirements.

Up to 25% of the building line may be set back from the property line to provide for open space in excess of that required where the building is along a street designated for Required Retail Frontage; and an additional 15% may be set back in addition to 25% for open space if not along a street designated for Required Retail Frontage.

Transfers of the requirement may be permitted among properties so long as the requirements are met for the entire block face.

POLICY 7.4

ESTABLISH A UNIFORM LANDSCAPED SETBACK TO ENHANCE THE GATEWAY TO THE CITY ALONG THIRD AND FOURTH AVENUES FROM U.S. 101 TO DELAWARE STREET.

Control over building placement and setback can also greatly shape and enhance the eastern gateway to the downtown. Here, a more suburban edge is intended for the roadway but a medium scale building form would be called for along the immediate roadway frontage. A continuous building line setback from the street would allow for a consistent landscaped edge. While a variety of building heights could actually occur on properties adjacent to this corridor, a consistent scale of enclosure for the street should be promoted.

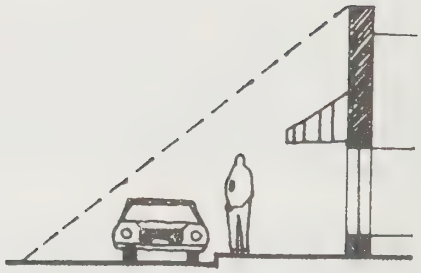
POLICY 7.5

ENCOURAGE CONSERVATION OF ARCHITECTURALLY AND HISTORICALLY SIGNIFICANT BUILDINGS AND OTHER BUILDINGS OF ARCHITECTURAL INTEREST.

Buildings of historical significance and architectural character are found clustered throughout the older core shopping area and scattered in other locations of the downtown planning area. These are shown on the Conservation Values and Features Map. Together these buildings contribute to a sense of uniqueness and vitality in the downtown and serve to distinguish it from other downtowns on the peninsula and, especially from contemporary shopping centers. Many of these build- ings are integral elements of the storefront environment of the Core Area. Renovations which do not relate to either the scale, building form, materials or window detailing of these buildings should be discouraged. A wide range of alternative preservation approaches should be employed to retain and restore these buildings so they may form a significant building block in the downtown revitalization program.

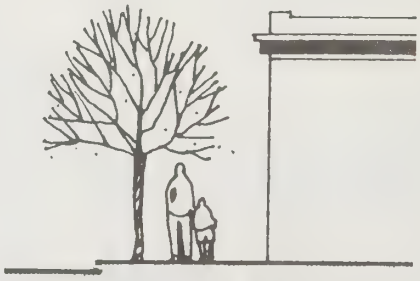
Isolated free-standing buildings, especially wood framed, historic residential buildings, are located close to the downtown and from time to time may be proposed for redevelopment. In these situations, relocation may be possible (such as the 1870's Lawrence Victorian residence on Lawrence Road in the Gateway); this could not only save an important heritage of the City, but also contribute to and enhance the historic qualities of the downtown. Site development plans for a receiving area for such buildings (such as the Bret Hart Boardwalk in Oakland or Victorian Row in the Western Addition, San Francisco) might be considered as a means of enhancing portions of the downtown.

One such opportunity area might be considered off of Third Avenue just east of and adjacent to the railroad right of way. This site could build on the colorful and striking qualities of the old Palace Hotel Building which now functions as an eating and drinking establishment. Vacant lands in this vicinity could be developed into an historic buildings complex set in garden mews. Through skillful site design, the proximity to the railroad could add to the historic flavor of this site rather than be a detriment. If developed and designed properly, this scheme could prove to be a significant attraction which could help promote an interchange of pedestrian traffic back and forth across the railroad.



Sense of enclosure in scale with the width of the street.

Articulation of pedestrian space.

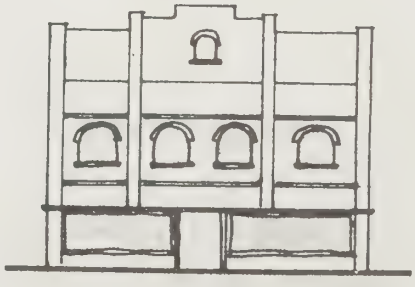


Articulation of cornice or roof.

POLICY 7.6

PROMOTE A UNIFIED AND COHESIVE ARCHITECTURAL IMAGE FOR THE DOWNTOWN CORE AREA WHICH MAINTAINS PEDESTRIAN SCALE, COMFORT, STREET ENCLOSURE AND COMPATIBILITY OF DIVERSE BUILDING STYLES AND SIZES.

Despite the great diversity of building styles and mix of architectural elements of the storefront streetscape,



Architectural merit or interest.

basic architectural elements are present which can visually unify that streetscape. Four elements of streetscape quality are important to overall impact and continuity. While the appearance of each building facade may vary, the degree to which each contributes to the sense of enclosure to the street, the definition of the pedestrian area, the definition of the roof line or cornice of a building, or the degree to which a facade is pleasing to look at (architectural merit or interest) is a measure of an individual storefront's contribution to the setting. When taken together for a whole block or street, these elements define the overall quality of the streetscape.

Overall, the strongest streetscapes are currently found on B Street and Third Avenue. The height and scale of buildings combined with width of the street contribute to a basically comfortable and well articulated visual setting. While Fourth Avenue is a potentially strong street, the low height of buildings relative to the width of the street west of Ellsworth makes for a weaker sense of enclosure and pedestrian comfort. On Fourth Avenue toward B Street, there is little retail frontage on the south side and awkward relationships between building styles and heights exist on the north side. While uniform street tree plantings can help unify the visual image of the downtown core area, it will also be critical to seek greater uniformity of certain building elements especially where new, larger buildings are introduced into the area. Four design approaches should be encouraged: articulation of the pedestrian space along the sidewalk through the use of awnings, fixed arcades, recessed window displays, detailing of the fenestration; articulation of the cornice or rooflines of low buildings and inclusion of belt courses or setbacks for higher buildings, including various architectural embellishments to maintain pedestrian scale for higher buildings; horizontal and vertical detailing which achieves compatibility between new and old buildings without mimicking them; and creation of a common sense of street enclosure through a common building profile or street wall at the property line approximately equal to one-half the width of the distance to the opposite property line.

POLICY 7.7

CONSERVE THE VIEW SPACE ABOVE PUBLIC RIGHTS OF WAY.

In most cases the public right of way is a means of maintaining adequate distances between buildings, preserving sunlight to the streets and sidewalks and maintaining visual corridors. Intrusions on the visual space above the streets and sidewalks should only be allowed where there are substantial benefits to be gained. Existing crossings of the street for the Main Street and Central parking garages create a rather awkward juxtaposition of buildings and parking structures, interrupt views down the streets they cross and create dark, uncomfortable sidewalks. Such bridges should be avoided in the future except in unusual circumstances. Elevation of pedestrians above the street is generally undesirable because it detracts from street-level activity. One exception should be considered: elevated pedestrian bridges over the railroad tracks near the proposed transit station or to connect two buildings. Simultaneous improvements to street-level crossings should be made wherever these occur to make ground level access across the tracks equally attractive and to discourage a complete shift of pedestrians off the street.

PARKING AND TRANSPORTATION

PARKING AND TRANSPORTATION ELEMENT

BACKGROUND

SETTING

Travel Behavior

People come to downtown San Mateo to work (36%), to shop (33%), or for various personal errands (31%), i.e., banking, business appointments, medical, food, library etc. When people come downtown they make an average of 2.6 stops per trip; thus one trip downtown will often be made for several purposes.

Most people (60%) drive their car to Downtown; however, a significant percentage walk (23%). Average auto occupancy is fairly low, less than 1.07persons per car.

Virtually all people driving downtown (over 90%) are usually able to park within two blocks of their destinations, including employees. Almost half of the drivers coming downtown (45%) park for free and 80% pay 25 cents or less. They split evenly between parking on-street or in a garage or lot.

Traffic Conditions

The primary streets for accessing downtown San Mateo are Third and Fourth Avenues in the east/west direction and El Camino Real in the north/south direction. Delaware Street, North San Mateo Drive, and South B Street provide supplementary access for the downtown area.

There are currently four major congestion points or bottlenecks in Downtown San Mateo. In order of severity they are:

Third and Fourth Avenue at U.S. 101;

Third Avenue between El Camino Real and Ellsworth Avenue;

El Camino Real between Third and Fifth Avenues; and

Fourth Avenue between Delaware and B Street.

Parking

There are currently about 6,700 parking spaces within the Central Parking Improvement District (CPID) boundaries (see map, page 131). Slightly less than 20% of these spaces are in city operated garages. Another 25% are on-street spaces. Roughly 55% of the parking spaces in the area are privately provided and operated.

Parking utilization surveys made during the peak Christmas weeks in 1975 and in 1982 indicate that there was an occupancy rate of almost 70% and a surplus of about 2,000 parking spaces in the area even during the heaviest shopping season of the year, 60% in private lots and garages. Most of these surplus spaces are located on the periphery of the Retail Core. Parking spaces within one block on both sides of Third Avenue in the Retail Core are generally heavily utilized during the peak shopping seasons, with peak occupancy exceeding 90%.

On the street and in the public garages the City of San Mateo currently charges 10 cents per hour for two-hour meters

and 50 cents for ten-hour meters in the downtown area. Two hour free parking for shoppers is also offered in some of the city garages.

On-street spaces close to the center of retail core are heavily used, accommodating 7-9 cars per day on the average for each space. Typical length of use is about 40 minutes and peak usage reaches 100% only on Third Avenue and Fourth Avenues between El Camino and San Mateo Drive, with other locations reaching about 90% occupancy for short periods of time. Use of short-term spaces in the Central Garage is somewhat lower, averaging 6 cars per day per space with an average length of use of about 1 hour and peak occupany of 85%. The Second and El Camino garage averages only 2 cars per space per day in the 2-hour spaces and reaches only 68% occupancy, despite the availability of free spaces. One private lot, Parrott Square, achieves 75% occupancy, averages 1.6 cars per space per day and has an average length of stay of over 3 hours due to high use for all day parking. Public 10-hour spaces in the Central and Second and El Camino garages achieve almost 100% occupancy and average about 1 car per day per space.

An average of 5 - 10% of the cars parking in the two-hour zones in the retail core exceed the two-hour time limit.The parking fine is currently $6.50; however, almost half (47%) of the parking tickets issued in downtown are given to repeat offenders.

Transit

Downtown San Mateo is served by the Southern Pacific/Caltrans commuter trains (Caltrain) and the San Mateo County Transit District (SamTrans).

SamTrans

SamTrans currently serves downtown San Mateo with 10 bus lines, most running on 30 minute headways during the day. These lines provide direct service to the Hillsdale Shopping Center, the College of San Mateo, San Francisco, Burlingame, Redwood City, Palo Alto, Half Moon Bay and Hayward. Among the the local lines, only the 43N (serving Hillsdale Shopping Center) is running at patronage levels close to or over capacity during peak periods. The commuter lines to and from San Francisco are at or over capacity.

SamTrans is expecting delivery of short 54 buses next year. These are mostly articulated buses to replace existing buses. Little or no service expansion is anticipated. In particular, SamTrans currently has no plans to change existing service to downtown San Mateo.

Caltrain

Currently, Caltrans and Southern Pacific run 46 trains a day through the San Mateo Station located between Second and Third Avenues. Caltrans proposes to increase service to 52 trains a day by 1987, a 15% increase.

Three parking lots (located north of First Avenue, south of Fourth Avenue, and south of Fifth Avenue) are provided by Southern Pacific at a charge of 25 cents/day for its commuters. These three lots contain a total of 314 parking spaces.

The City garage above the station also provides 235 all-day parking spaces at 50 cents a day. The all-day spaces in this garage however are only 30% utilized. Some commuters apparently prefer to walk the extra distance for lower priced parking.

Currently 500 passengers a day board in downtown San Mateo and use about 220 parking spaces. It is projected by Caltrans that in five years boardings at the San Mateo Station might increase to 800 passengers per day. By 1987

there would be a demand for 330 parking spaces for commuters.

A 25% fare increase has caused a 10% drop in daily patronage system-wide and at the San Mateo station. Patronage has been steadily dropping on the system since 1979. Seventy percent of passengers arrive by auto at an average of 1.6 persons per auto, and 23% walk.

The "Commuter Rail Station Location and Improvement Study" by Barton-Aschman Associates proposes relocation of the downtown station north of First Avenue to reduce train-caused traffic congestion on Third Avenue. This new location would allow the Third Avenue crossing gates to open while the train is stopped at the station.

Currently the commuter trains force the closing of Second Avenue through Fifth Avenue for two to three minutes, four times during the peak hour, while the trains stop at the station. The Fourth and Fifth Avenue crossings first close for 60 seconds when the train arrives, then briefly re-open (for 30 to 60 seconds) while the train is stopped and then close again for 30 to 60 seconds when the train pulls out of the station.

The relocated station would ultimately require the construction of a parking structure on the Southern Pacific lot north of First. To accommodate the parking demand over half of the 20 to 30 year expected life span of a garage this new station garage would have to provide at least 200 spaces initially with ultimate capacity for 400 - 600 parking spaces. This would require two to three levels on a two acre site. Southern Pacific property north of First Avenue could provide the needed site. However, given current downward ridership trends, it would appear wise to allow time for the impacts of proposed service improvements to become evident before initiating any ambitious parking development programs near the station site. Surface parking would be adequate at current patronage levels, with reserve capacity in the Main Street garage.

TRENDS AND PROJECTIONS

Traffic

There is little or no available unused street capacity for new traffic entering or exiting the downtown on Third/Fourth Avenues to the east. To the north and south the existing street system is operating at 60 to 70 percent of capacity and can accommodate 1,700 to 2,000 new vehicles per hour during the evening peak hours.

Circulation within the downtown area is at 95% of capacity on Third and 50 - 75% of capacity on Fourth Avenue. The east-west railroad crossings of Third and Fourth Avenues are currently operating at 60 - 75% of capacity and can accommodate about 800 new peak hour vehicle trips.

Various low cost traffic engineering improvements could slightly increase available street capacity in the critical Third/Fourth Avenue Corridor. Signal phasing at Third and Humboldt could increase capacity if right turns by westbound traffic coming from the overpass and left turns by westbound traffic coming from the southbound US 101 off-ramp are prohibited. Third Avenue would then have peak hour capacity for 600 additional westbound vehicle trips. The capacity of Fourth Avenue at the U.S. 101 interchange could be slightly improved (5 - 10%) by opening up two eastbound through lanes east of Humboldt Street, requiring Caltrans approval. This improvement would increase peak hour capacity by about 200 eastbound vehicle trips. Further capacity increases would require further modifications to the interchange. Maximum 1990 potential downtown development demands can be accommodated by

the existing downtown street system with minor improvements along El Camino Real, in the Retail Core, and at the Third/Fourth interchange with U.S. 101.

Maximum growth projections to the year 2000 would cause severe traffic congestion problems on both Third and Fourth Avenues and at the U.S. 101 interchange, as well as along El Camino Real. Major street improvements would be required to accommodate such growth.

Parking

During Christmas week, 1982 parking usage in downtown San Mateo was significantly lower than in 1975. This might have been due to poor economic conditions and increased competition from newly constructed shopping malls. Despite the drop, on and off-street parking between Second Avenue, Fourth Avenue, El Camino Real, and B Street was fully occupied (over 80%). Outside of this nine block core area however, parking spaces were available even during the peak periods.

The City's zoning ordinance would require approximately 10,700 off-street parking spaces for the businesses and offices now located in downtown San Mateo. The total current parking supply is about 6,700 parking spaces (including public, private, on-street, off-street spaces). Therefore, there is a theoretical parking deficit of approximately 4,000 parking spaces, per City ordinance. Surveys indicate that no deficit actually exists even during peak periods. There are excess parking spaces in the overall downtown area; however, in the retail core, there are times when parking may be difficult to find on the same block face as the desired destination. Ten-hour parking is provided in the Central Garage due to low utilization during most of the year.

The standard parking requirements used by San Mateo and other cities usually are designed for free-standing developments which are not part of a larger commercial center such as the Downtown. San Mateo's permitted 25% reduction in the CPID attempts partially to rectify this situation. The sidewalk survey indicates that the sum of parking requirements for individual land uses exceed actual parking demand of these same individual land uses when they are combined together in a downtown setting.

Currently San Mateo requires 1.4 to 2.3 parking spaces per dwelling unit. In the Downtown area, from 1.3 to 1.8 spaces are typically required after reductions for transit and public parking access. Census data indicates that whereas city-wide average vehicle ownership is 1.6 vehicles per unit, Downtown area vehicle ownership is only 1.2 vehicles per unit. When measured against bedrooms, average vehicle ownership is 0.7 vehicles per bedroom. On the basis of this data it would appear possible to lower residential parking requirements in downtown.

Existing nonresidential parking demand in the CPID is estimated at about 5,000 spaces during peak periods, including 4,000 employee parking spaces and 1,000 customer/visitor spaces. Approximately 10% of employee parking demand appears to be met with legal or illegal on-street parking inside and outside the area. Due to higher employee absences during periods of peak visitor demand (e.g. Christmas week and Saturdays) overall parking demand is less than might be expected. In addition, parking demand is lower than might be expected due to the high proportion of customers who walk from adjacent neighborhoods, the high proportion of customers consisting of downtown employees and the high proportion of multipurpose trips made by customers and visitors.

If maximum potential growth occurs, by 1990 approximately 2,000 new nonresidential parking spaces would be re-

in the CPID to meet demand. This is roughly equal to the number of vacant spaces observed in the CPID area during Christmas 1982. However, all of these vacant spaces will not be located close enough to the new development to satisfy the demand without causing localized parking shortages.

By the year 2000 approximately 3,000 to 3,300 non-residential parking spaces would be required in the CPID area. This exceeds total available surplus supply by 1,000 to 1,500 spaces, and would require the equivalent of 2-3 blocks of new multi-level structures. Parking shortages would be created throughout the CPID area unless more parking were provided, either in new developments or by the City. Existing parking requirements would produce substantially more than the required number.

TRAFFIC IMPROVEMENT ALTERNATIVES

U.S. 101 Interchange and Access to It

Widen the Overpass

Widening the Third Avenue bridge over U.S. 101 from its current 4 lanes to 6 lanes would increase the capacity of the overpass by 50% in each direction. Such an increase in capacity would be sufficient to accommodate downtown growth through the year 2000. The minimal cost would be $1.3 million and Caltrans could require total rebuilding of the interchange at a cost of $3 million.

For maximum effectiveness this alternative should be combined with a project to widen and restripe Third and Fourth Avenues to 3 lanes between Delaware Street and U.S. 101. Such a project would require widening each street by about 4 feet to allow curbside parking on these streets to remain (minimal cost: $90,000; possible cost $3,000,000). Alternatively curb parking on one side of each street could be prohibited during the peak hours (estimated cost: $6,000). Widening the overpass and both avenues are included in the Plan, to be undertaken when future growth requires.

Widen Western Approaches to Overpass

Instead of widening the overpass itself, a cheaper and less effective alternative would be to widen the Third Avenue and Fourth Avenue western approaches to the overpass. Three lanes westbound and 2 lanes eastbound would be provided between Humboldt Street and the overpass.

Westbound capacity at Humboldt and Third Avenue would be increased by roughly 50%. Eastbound capacity on Fourth Avenue would be increased by only 10 - 20%. This alternative could accommodate growth to 1990.

The cost of this alternative (including widening Third and Fourth Avenues to Delaware Street) would be about $250,000. Caltrans approval would also be required. This project is recommended as an interim measure if Caltrans is unwilling to rebuild or widen the interchange when needed.

Second/Fifth Avenue Ramps

Instead of increasing the capacity of Third and Fourth Avenues at the overpass this alternative would divert some of the freeway traffic using these two streets to Second and Fifth Avenues by constructing a special southbound off-ramp to Second Avenue, a special southbound on-ramp at Fifth Avenue and by closing existing south to west and east south on-ramps at Third and Fourth Avenues. This would reduce peak hour traffic volumes on Third Avenue at Humboldt Street by 25% and peak hour traffic on Fourth Avenue at Humboldt Street by 30%.

If the existing ramps to Third and Fourth Avenues were not closed then most drivers would continue to use these ramps and the diversion potential of Second and Fifth Avenue would be significantly reduced.

This alternative would increase traffic on Second and Fifth Avenues in the residential areas of the Gateway district but would have little effect on congestion at Fourth and Humboldt. Caltrans approval would be required. This alternative was rejected due to its lack of cost effectiveness and its environmental impacts.

Minor Traffic Engineering Improvements

If westbound left turns from the freeway off-ramp and right turns from the overpass were prohibited at Third and Humboldt, then both westbound approaches could move on the same green phase, increasing intersection capacity by 30-40%. Third Avenue between Delaware and Humboldt would have to be restriped to accommodate the increased traffic flows that would be released by the traffic signal. Traffic would increase on Fremont and Grant.

Eastbound traffic on Fourth Avenue, is currently forced to merge from 2 lanes to 1 lane east of Humboldt Street. One of the 2 eastbound lanes on the overpass is reserved for traffic coming from the loop off-ramp. The capacity of Fourth Avenue at this bottleneck could be increased by 10 - 20% if both lanes on the overpass were opened to Fourth Avenue traffic by trimming the island. The high peak hour traffic volumes on Fourth Avenue could cause traffic on the loop off-ramp to back up and Caltrans would probably object to this improvement unless a detailed analysis could show that completion of the U.S. 101/92 interchange would reduce ramp volumes. Fourth Avenue between Delaware and Humboldt would be restriped to 3 lanes to take advantage of the increased capacity east of Humboldt.

These alternatives would cost about $60,000 to implement (including restriping Third/Fourth Avenues to Delaware) and are recommended as interim measures in the Plan.

Railroad Crossings

Grade Separations

Raising the tracks would require elaborate construction procedures to preserve train service during construction and cost roughly $8.6 million.

Third and Fourth Avenues could be depressed below grade to cross under the existing tracks. About one city block on each side of the tracks would be required to descend under the tracks and then ascend back to street level. All property fronting these blocks would lose street access. The tracks could be partially raised to reduce the length of street that must be depressed below grade level. Each underpass would cost about $2.2 million. Federal Railroad crossing safety improvement funds may be available to fund up to 90% of the cost. However it may be a long time before the project moved far up enough on the priority list to obtain funding.

Lowering the tracks would also be possible but the cost would be even higher than the cost of raising the tracks. Due to the high cost of these alternatives, lack of identifiable funding and the undesirable impacts of new underpasses on adjacent properties and pedestrians, grade separation has been rejected. Improvement of the existing underpass at Tilton may be desirable for emergency access but would have little affect on traffic.

Widen Third/Fourth Avenues

By removing parking on one side of each street, Third and Fourth Avenues could be restriped to provide three westbound and three eastbound lanes between B

Street and Delaware Street during the peak hours. About 36 parking spaces on the periphery of the retail core would be lost for these periods. Street capacity across the railroad tracks would be increased by 50%. This alternative was rejected in favor of the next alternative in order to preserve parking spaces.

One Way Third/Fourth Avenues

Alternatively, the street capacity at the railroad crossings could be increased by making Third and Fourth Avenues one way streets between Delaware and B Streets. This would also provide three westbound and three eastbound lanes across the railroad tracks, yielding a 50% increase in capacity. No curb parking would have to be removed.

Some of the circulation options (going eastbound on Third to Delaware for example) currently enjoyed by downtown shoppers would be sacrificed for safer, smoother, and more convenient traffic operations across the railroad tracks. This alternative is recommended, chiefly to improve retail core circulation (see below).

Second/Fifth Avenues Bypass

Instead of increasing the capacity of Third and Fourth Avenues one could choose to encourage some traffic to use Second and Fifth Avenues, from B to Delaware. This can be achieved by making it easier and faster to travel on Second and Fifth Avenues and posting signs guiding drivers to these streets.

The traffic capacity and convenience of using Second and Fifth Avenues can be improved by selectively removing curbside parking, restriping the streets for additional through lanes and left turn pockets, and by installing signal coordination on these streets. Depending on the adopted design 50 to 70 curbside parking spaces could be lost. These bypasses will not reduce congestion in the retail core but will prevent congestion from increasing much beyond current levels. This alternative is recommended to improve access to the core and to divert through traffic.

Move the Train Station

This alternative would primarily benefit Second and Third Avenues but would have little effect on Fourth Avenue since the gates currently reopen while the train is stopped in the station. Fourth Avenue is still close enough to First Avenue that the gates would probably still have to be initially closed for each southbound arriving train even though the train is stopping at First Avenue. (The streets which must be initially closed in advance of a train are determined by the high speed freight trains which do not stop at the station.) The major benefit of the station relocation is thus to allow the crossing gates at Second and Third Avenues to re-open for 60 seconds or so while the commuter trains are stopped at the station. The relocation is recommended in the Plan.

Retail Core Circulation

Within the Retail Core itself there are bottlenecks which affect internal circulation. Street capacity within the retail core is currently restricted by narrow streets (a single travel lane in each direction) and angle parking along Third Avenue and B Street. A single car making a left turn or backing out of a parking space stops all traffic movement in that direction on Third Avenue. Left turning vehicles on B Street also block through traffic on this street.

Results of the sidewalk survey indicate that retail core congestion is very bothersome to visitors and customers, compared to parking conditions.

Add Left Turn Pockets

Under this alternative some of the angle parking on Third Avenue (24 spaces total) would be removed at the intersections to allow space for left turn pockets. Through traffic on Third Avenue could then get by left-turning vehicles.

Removing three curbside parking spaces on the southbound approach of B Street at Fourth Avenue would allow a left turn pocket at this intersection. Similar parking removals could be made at other intersections in the Retail Core to facilitate left turns and internal circulation.

The peak hour capacity of these intersections would be increased by up to 25% at a cost of 27-35 on-street parking spaces in the heart of the Retail Core. Such improvements are recommended as needed.

Prohibit Left Turns

Alternatively, one could improve circulation by simply prohibiting left turns from certain streets. No parking would be lost. Drivers would have to go around the block (or down the street to the next intersection) in order to make the turn. This would cause access problems and is not recommended.

One-Way Street Pattern

Internal circulation in the Retail Core could be greatly improved if part of the current two-way system were converted into a system of one-way streets. Street capacity in many cases would be increased by 50 - 100%, improving access to the Central Garage, on-street angle parking and making it much easier to make left turns within the Retail Core. Drivers could park on both sides of the street in the same block, thereby having twice as many spaces to choose from. One-way streets would also allow better signal progression, reducing delay at signals. Implementation of this alternative on Third and Fourth is recommended.

El Camino Real

The bottleneck on El Camino Real is currently at Fourth or Fifth Avenues. As the downtown grows this bottleneck will extend up to Third Avenue. Most of the congestion is related to heavy through traffic flows rather than downtown development alone.

Most low cost capacity improvements (such as signal coordination, leftturn pockets, prohibitting curbside parking, restriping for more travel lanes) have already been done. There is little else that can be done now to increase capacity without widening the street itself.

The Second and Fifth Avenue bypasses discussed above would help the situation somewhat by dispersing some of the traffic to other intersections along El Camino Real.

One possible street improvement that would help the intersection of Third and El Camino Real would be to widen El Camino Real from four to six lanes with turn pockets from Third Avenue north to Baldwin Avenue. This would increase the capacity of this intersection by encouraging drivers to make fuller use of the six lanes on El Camino Real already existing at Third Avenue. Unfortunately this improvement would have only a minor effect on the current bottleneck at Fourth Avenue. No improvement is included in the Plan.

PARKING ALTERNATIVES

Parking Requirements and Private Parking

This alternative follows the tradition-

al approach of shifting the entire parking burden to new private development or conversions of existing buildings. San Mateo has already rejected this approach in part in favor of a public role in provision of parking. The traditional approach would discourage new development, discourage more intensive uses in the retail core and require large amounts of land to be dedicated to parking, probably at ground level, detracting from goals of the Community Design and Land Use Elements. While dispersing traffic, it could also occasion higher traffic demands on streets such as Third and Fourth Avenues where additional traffic capacity is limited. The plan follows and extends existing policy.

Public Parking Expansion

The City can expand existing public garages and/or seek sites for new parking structures in the downtown.

The Second and El Camino Garage can accommodate two more levels for 120 added parking spaces. The Main Street Garage can accommodate two more levels for 275 added parking spaces. Due to new earthquake code requirements the Central Garage could probably not be expanded without extensive reconstruction.

Thus about 400 new spaces could be added to existing City garages at a cost of about $2.2 million. A similar number of spaces in a new garage would cost about $3.1 million plus land costs of $1-2 million.

Retail, restaurant, and office uses have hourly and seasonal peaks and dips in parking demand. Seasonal variation in employee and customer parking demand allows a public garage combining both types of parking to operate more efficiently than private lots reserved exclusively for customers or employees. During Christmas the dip in employee parking demand significantly offsets the high peak in customer parking demand.

Similarly, hourly variations in demand, though less significant except for combinations of nighttime and daytime uses, allow parking operated for general public use (whether publicly or privately operated) to meet parking demands more efficiently than spaces reserved solely for customers or employees of a particular business. In effect, parking garages operated for public use will reduce overall parking needs in downtown. While such garages can be operated privately, they are far more likely to be operated in direct response to a variety of demands if operated by the City. City control over the location of new parking can also be more easily related to diversion of traffic to streets which can accommodate it. In addition, public provision of some parking is, as it has been in the past, the only feasible means to allow more intensive use of core area land where it is not possible or desirable to provide large amounts of parking. The plan proposes more public parking.

Reduction in Requirements for Mixed Use Projects and Other Reductions Related to Multiple Purpose Trips

For office projects containing "office serving" retail uses in the ground floor a significant reduction in the standard retail parking requirement could be allowed. Almost all retail customers in these establishments would be office workers from the same or nearby buildings thus "office serving" retail uses need provide parking only for their employees. This rate might be increased slightly to allow for some customer parking and to reflect the specific characteristics of the project.

More generally, overall parking requirements in the downtown area for visitors and customers could be reduced

to reflect the shared use of parking for many trip destinations as reflected in the surveys and the high attraction of employees and nearby residents to shopping and services. In order to achieve the benefits of such a reduction to its fullest extent, the parking to satisfy total visitor and customer needs must generally be open and available to the public, not reserved for the customers of a particular business.

Since visitor/customer parking needs require a relatively low percentage of total spaces due to high turnover, such reductions can help reduce parking needs. Any substantial reductions, however, must address employee parking. The plan proposes new parking requirements to reflect shared use and TSM programs (see below).

TRANSPORTATION SYSTEM MANAGEMENT PROGRAM (TSM)

A Transportation System Management (TSM) program could be employed by the City of San Mateo to reduce the number of cars brought by employees to downtown San Mateo. A core area TSM plan for San Mateo should be an integrated and comprehensive program.

Vanpools

About 15% of the current San Mateo office work force lives in prime vanpool range (beyond 15 miles distance). About half of these have no reasonable opportunity to use Caltrain.

Carpools

While some 75% of all San Mateo office workers live so close (within six miles) there appears little opportunity to increase their current ride-sharing rate, important gains can be made among those who live in prime carpooling range or on its fringe (25%). For this reason, ridesharing should be a prime element in San Mateo's TSM strategy.

Transit

Improvements in transit service are the primary means by which transit ridership to San Mateo can be increased. However, there are a few actions which the City, private developers and employers can take to increase ridership on existing transit services such as sales of monthly passes for Samtrans, employer subsidy of Samtrans passes and Caltrain tickets, employer or building-supported special shuttles to Caltrain stations, convenient and direct pedestrian access to Caltrain and bus stops, and arrangements with Samtrans for buildings to provide or finance bus shelters at stops of Samtrans lines serving them.

Work Hours Program

In addition to reducing the overall automobile usage for a building through TSM, spreading the peak travel demand over a longer period of time through flexible work hours more effectively utilizes transit equipment and lessens roadway congestion.

Downtown San Mateo already benefits from the fact that work hours for retail employees are different from those for office employees. A program for more flexible office work hours can help alleviate peak hour travel demand.

Parking Management

In the context of most TSM programs, the objective of the parking element is to:

force commuters to use transit and ridesharing or remote lots by restricting supply and/or imposing certain pricing and time limit strategies;

ensure availability of a portion of the parking supply to short-term parkers (i.e., shoppers and visitors) by pricing and time limit strategies; and

provide inducements to car- and van-poolers by means of preferential parking location and pricing.

Three general public parking supplies should come under increasing control in and near the core area. First are Caltrain parking lots. These lots must be protected from core area office employees to permit continued use as a key element in regional transportation.

Secondly, residential areas will have increasing on-street parking by commuters. The existing residential preferential parking program may therefore have to be expanded.

Thirdly, expansion of the meter program may be required. Expansion of the core area with new office developments will impose office-related short- and long-term parking demands on streets which have experienced little or no parking pressures in the past. Expansion of the meter program will provide a rational control of the use of curb spaces for short-term versus long-term parking supply, will assure that availability of free curb spaces does not undermine the economics of off-street spaces developers are required to supply and will provide increased revenue to the City.

Enforcement of parking regulations is essential if parking management policies are to be effective. Potential violators must recognize that they have a high probability of receiving a citation or fine. Enforcement of parking regulations require personnel to patrol the on- and off-street facilities, identify violators of parking regulations, and write citations for those violators.

Marketing

A number of measures can be used to promote the use of ride-sharing, transit and other alternatives to the auto.

One important element is to have a TSM Coordinator responsible for marketing and periodic monitoring of TSM effectiveness, particularly where developers have claimed parking reduction credits based on TSM proposals.

The plan proposes measures and incentives to carry out TSM programs.

LAND USE POLICY ALTERNATIVES

Three alternative land use scenarios for the year 2000 were tested. They were the "Concentrated Core" concept, the "Dispersal" concept, and the "Ring concept. The purpose of testing these alternatives was to determine the traffic and parking impacts of locating new developments in different areas of the downtown.

The "Concentrated Core" concept would concentrate most new development in the Retail Core and North "B" districts. The "Dispersal" concept would put much new development east of the railroad tracks and in the West El Camino district. The "Ring" concept would locate most new development in the districts immediately surrounding the Retail Core.

The "Ring" concept avoids seriously impacting the Retail Core while minimizing impacts on nearby residential areas and shifting traffic from Third and Fourth to Second and Fifth. The plan incorporates this land use concept.

NEEDS AND OPPORTUNITIES

Clearly, accommodation of downtown growth will require expansion of traffic and parking facilities to accommodate new demands on the transportation system. Fortunately, due to prior decisions, the downtown area has not reached critical levels of congestion or parking deficits. There is time to make adjustments to new demands and the

opportunity to buy additional time through minor and less costly alternatives before embarking on major traffic improvements or substantial new parking construction. However, if downtown growth is to occur at maximum potential rates, major traffic improvements will be required in order to avoid higher levels of congestion. If such growth does occur, the City should have greater fiscal resources available to meet the need, but heavy investments can be avoided until growth is assured.

In the case of parking, analysis of existing conditions indicates that the City has a surplus of parking spaces available to serve existing needs despite occasional shortages in the center of the retail core. Adjustment in the permitted time on meters and charges can be used as a means to ration spaces and achieve more efficient use of core area spaces for customers and visitors, permitting adequate time to develop resources to expand parking facilities. If all parking needs were to be shouldered by new development itself, there might be no need for additional public parking facilites. However, examination of alternatives suggest substantial benefits both for efficient parking management and for land use policy in continuing and expanding the major role that the City has played in developing downtown parking.

Opportunities also exist to achieve land use goals through modification of parking requirements. Clearly, it is not desirable to require excessive amounts of parking since this adds additional costs for development and usurps land which could be put to more productive and beneficial use. Surveys of parking utilization, employee densities and visitor travel behavior indicate that parking requirements can be reduced for some uses to a substantial extent and can be lower overall due to the multiple purposes embodied in trips to downtown and the ability of the wide variety of uses to share the same parking for customers and visitors.

In the case of employee parking, which effectively utilizes from 75% to 80% of the occupied supply, current travel behavior suggests a continuing high rate of single passenger automobile usage to travel to work. The experience of other cities suggests that San Mateo may have to increase the cost and scarcity of employee parking in order to achieve higher levels of transit usage and carpooling, or accept a very high level of parking in downtown and associated traffic congestion.

GOALS

Statements of transportation and parking goals describe in broad terms the direction the City will take in providing and expanding transportation support to carry out the Land Use and Community Design Elements of the Plan.

VEHICULAR ACCESS GOAL

Ensure adequate vehicular access to and from downtown without serious adverse impacts on neighboring residential areas and divert traffic generated by office development around the retail core.

TRANSIT GOAL

Encourage continued and increased transit access to, from and through downtown as an important alternative means of travel, enhance convenience of access to transit lines and terminals and for bus-train transfers and encourage increased employee transit use.

CORE AREA CIRCULATION GOAL

Enhance convenience of vehicular and pedestrian access and circulation for shoppers and visitors within the retail core.

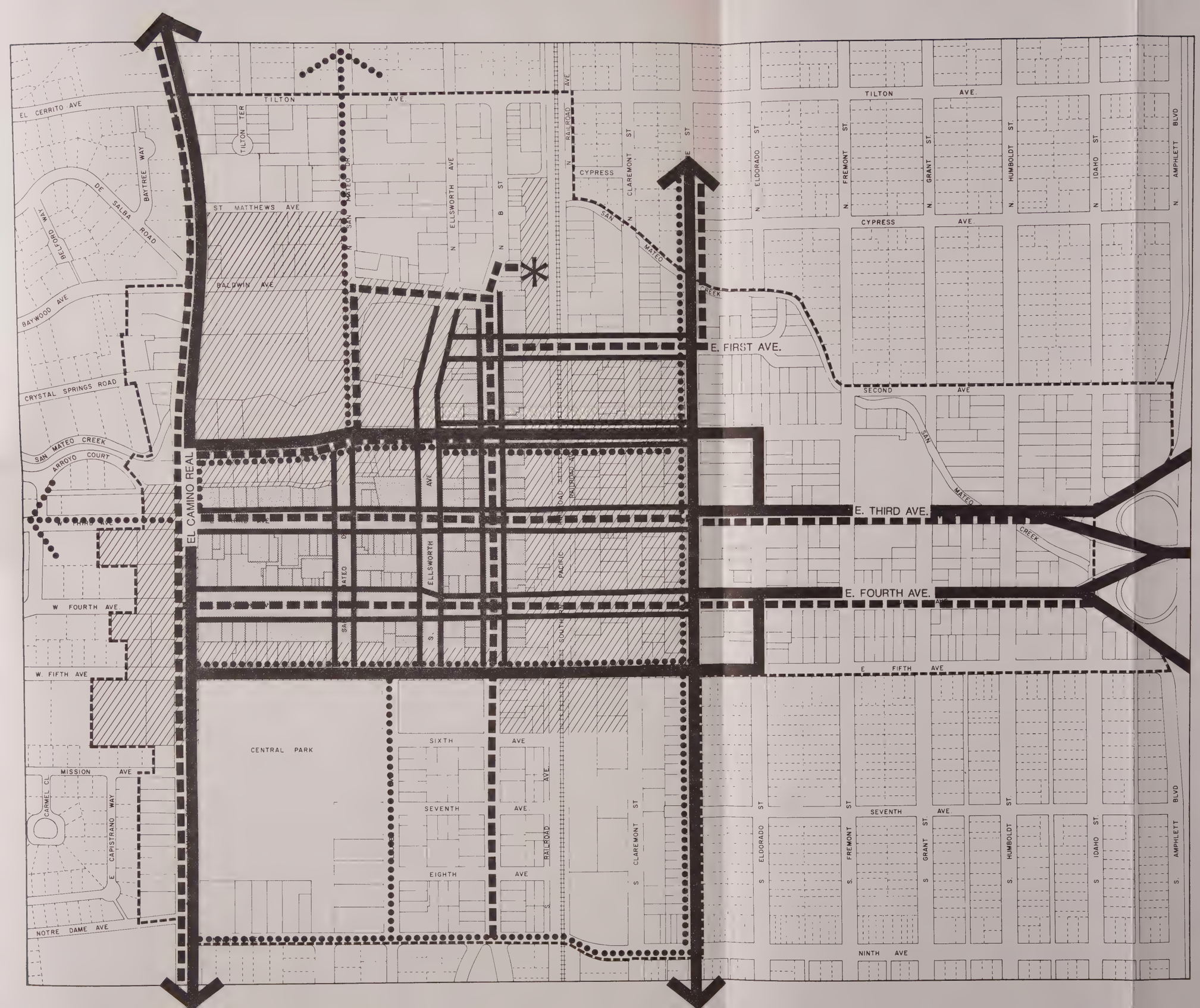
PARKING GOAL

Increase the efficient use and arrangement of parking facilities to minimize required spaces and land to meet increased demand and to ensure adequate provision of parking to meet expected needs without encouraging excessive parking.

EMPLOYEE TRAVEL GOAL

Encourage increased carpooling, vanpooling and transit use by employees to reduce the parking and traffic burden within the downtown area, reduce investments otherwise required and support land use goals.

Downtown Transportation Plan



Primary Peripheral Streets

Bikeways

Primary Transit Street

Proposed Transit Station

Primary Pedestrian Street

Limited Parking Zone

Parking Expansion Zone

DOWNTOWN SPECIFIC PLAN

2 acre
1 acre
1/2 acre

0 200

CITY OF SAN MATEO
CALIFORNIA

8.0 TRAFFIC POLICIES

POLICY 8.1

IMPROVE STREETS AND STREET SEGMENTS DESIGNATED AS PRIMARY PERIPHERAL ACCESS STREETS ON THE DOWNTOWN TRANSPORTATION PLAN MAP TO ACCOMNODATE INCREASED TRAFFIC FLOWS GENERATED BY NEW DOWNTOWN DEVELOPMENT.

Good access to the downtown core is important for its future expansion. While Third and Fourth are seen to continue as the major access routes from the east, west of Delaware it is proposed that Second and Fifth become the major peripheral access routes to (as well as around) the core area of retail and office development. Third and Fourth would function primarily as means of circulation within the core and for local access from the west. El Camino and Delaware would continue to serve as the major north-south peripheral access routes to the core, with B, San Mateo, Ellsworth and Claremont serving primarily as local access routes and for internal circulation within the core. Although traffic surveys indicate that little through traffic passes through downtown, this policy will assist to divert through traffic to Second and Fifth around the core.

POLICY 8.2

INCREASE CAPACITY OF U.S. 101 INTERCHANGE AT THIRD AND FOURTH AVENUES (INCLUDING APPROACHES AND HUMBOLDT STREET INTERSECTIONS) TO ACCOMMODATE INCREASED TRAFFIC FLOWS RESULTING FROM NEW DOWNTOWN DEVELOPMENT.

Traffic studies indicate that the 101 interchange will become the major bottleneck as additional traffic is generated by new downtown development, although major improvements should not be needed until after 1990. Therefore, improvement is a high priority of the plan if new development occurs at a high rate.

Minor improvements can be made in the short-run without Caltrans involvement in expanding or rebuilding the interchange. These are suggested as measures to be taken to improve traffic conditions until greater and more expensive changes are warranted and feasible. Ultimately, adequate capacity could be provided by modifications to the existing interchange. However, Caltrans may insist on a complete reconstruction, due to the age of the interchange. In this event, the City should not contemplate participation in the cost of the project beyond the costs which would be involved in essential modifications since benefits would accrue to other communities and to all users of U.S. 101.

POLICY 8.3

ENCOURAGE RELOCATION OF THE CALTRAIN STATION TO THE SOUTHERN PACIFIC PROPERTY NORTH OF FIRST AVENUE IN ORDER TO REDUCE TRAIN CROSSING IMPACTS ON TRAFFIC FLOW OF THIRD AND FOURTH AND PROVIDE ADEQUATE COMMUTER PARKING.

The existing Caltrain terminal is proposed to be relocated north of First Avenue to ease traffic congestion and to obtain greater commuter parking support for Caltrain. While there are some disadvantages to such a move because the station will be less well located with respect to the center of development, it does offer certain opportunities. The relocation of the station can serve to provide an anchor for the north end of B Street, assisting in the revitalization of retailing in this area due to the potential demand generated by commuters on the way to and from work. Secondly, it can become the basis for new, high density office and residential development linked to the commuting advantages provided by the station. Third, construction of the station and necessary commuter parking could be linked with pro-

viding downtown employee parking needed for office growth expected in this part of downtown. Lastly, relocation of the station offers the opportunity to develop a station of real dignity and possible joint use as a terminal for SamTrans bus lines now terminating on First Avenue between B and Ellsworth, where continued bus parking will not be desirable if new retail and office development is to occur in this area.

POLICY 8.4

REQUIRE NEW DEVELOPMENTS TO TAKE ACTIONS WHICH WILL INCREASE THE LEVEL OF CARPOOLING, VANPOOLING AND TRANSIT USE IN ORDER TO REDUCE PARKING AND TRAFFIC REQUIREMENTS ASSOCIATED WITH NEW DEVELOPMENT.

Increased ridesharing can result in substantial reductions in parking and traffic impacts of employees who work in downtown San Mateo. At present, surveys indicate that at least 75% of employees commute to work in a vehicle with no other occupant resulting in average occupancy of only 1.08 persons per vehicle. An increase in average vehicle occupancy to 1.2 persons per vehicle, which is common in the Bay Area, would reduce vehicles carrying employees downtown by 10%. Due to the fact that a high percentage of downtown employees live very close to work (within six miles), a higher reduction may not be achievable. However, 60% of employees surveyed indicate that they have a feasible alternative means of travel to work. Efforts in this direction can be very helpful in reducing traffic congestion and parking requirements. Assistance and incentives are needed to encourage an increase in ridesharing.

TRAFFIC IMPROVEMENTS

ONE WAY STREET PLAN
EXISTING
PROPOSED

INCREASE CAPACITY
LEFT TURNS
SIGNS FOR BYPASSES
WIDEN TO THREE LANES

INTERCHANGE IMPROVEMENTS
PHASE I
PHASE II

DOWNTOWN SPECIFIC PLAN

2 acre
1 acre
1/2 acre

0 200

CITY OF SAN MATEO
CALIFORNIA

9.0 TRANSIT POLICIES

POLICY 9.1

IF THE CALTRAIN STATION IS RELOCATED BY CALTRANS, PROVIDE CITY SUPPORT TO ENSURE THAT MAXIMUM ADVANTAGE IS TAKEN OF THIS OPPORTUNITY TO IMPROVE OVERALL TRANSPORTATION CONDITIONS IN DOWNTOWN, INCLUDING ENHANCED TRANSIT SERVICES.

As discussed under Policy 8.3, the potential relocation of the Caltrain station offers a number of opportunities, including the creation of a combined bus-train transportation terminal and provision of additional downtown employee parking as well as commuter parking. In addition, the new station could serve as an opportunity to create a significant new development site on terminal air rights for additional office space and some ground-floor retail space.

A preliminary evaluation suggests the possibility of a bus loop entering the terminal on B and exiting on First Avenue to accommodate SamTrans existing route design. Such a loop would require the acquisition of a vacant site north of First Avenue on B Street which is adjacent to the existing Southern Pacific property. This acquisition would also make possible provision for a similar one-way entrance for automobiles to a parking structure, with autos exiting further north where the Southern Pacific property connects to B. To meet total commuter needs on the site would probably require three levels of parking (400-600 spaces), with additional parking requiring additional levels. Sale or lease or air rights for new office or residential development could potentially assist in financing the development of necessary parking.

TERMINAL DESIGN PRINCIPLES AND STANDARDS

Adequate parking to meet projected commuter needs plus potential expansion for parking for downtown employees and visitors, to be financed by the CPID or private developers, e.g. foundation support for 4-5 levels.

Potential expansion for parking and possible development of air rights east of the tracks, with adequate at-grade or above-grade pedestrian connections.

Automobile access from B Street, preferably at two separate locations to disperse traffic impacts.

Bus access from B Street and First Street in a loop to ensure adequate transit flow and adequate bus storage space at grade.

Pedestrian entry and orientation of the bus-train terminal on First Avenue.

Potential for sale or lease of air rights fronting on First Avenue and possibly elsewhere for new office and/or residential development.

Provision for ground-level retail on First Avenue to the extent possible.

The terminal should be visible from First Avenue and B Street and should have an inviting pedestrian entrance on First.

POLICY 9.2

MAINTAIN AS PRIMARY TRANSIT STREETS SHOWN IN THE DOWNTOWN TRANSPORTATION PLAN MAP STREETS CURRENTLY USED FOR BUS SERVICE, EXCEPT FOR CHANGES REQUIRED TO EFFECTUATE RELOCATION OF BUS TERMINAL OR TO ACCOMMODATE CHANGES IN ONE-WAY STREET PATTERNS.

Downtown San Mateo is now reasonably well-served by SamTrans bus lines with routes providing fairly good coverage of the downtown core, as well as adjacent areas. The City should continue to encourage SamTrans service by responding to needs for bus stops within the core and provision of adequate space for bus movement, including turns. If and when the proposed one-way street plan is implemented, relocation of the westbound 43A route from Fourth Avenue to Second, Third or Fifth will be required. In order to maintain such service in the Retail Core, connecting to westerly residential areas and Hillsdale, Third Avenue would be the preferred route westbound. Although Third is narrower than Fourth Avenue, the one-way street plan will make westbound routing on Third feasible.

If the train-bus terminal is constructed, relocation of the SamTrans terminus from First Avenue between Ellsworth and B will be necessary. However, it should be possible to continue to use B Street as a primary transit route and to maintain the loop around Mills Square from the new terminal.

POLICY 9.3

ENCOURAGE INCREASED TRANSIT SERVICES AND INCREASED TRANSIT PATRONAGE FOR TRAVEL TO DOWNTOWN, ESPECIALLY BY EMPLOYEES.

Only about 4% of employees in downtown San Mateo use transit to get to work, chiefly SamTrans. This is less than half the share of transit use for shoppers and visitors to downtown, an unusual reversal of the commonly higher transit share for work trips. This is due in part to the high proportion of managers, professionals and proprietors in the work force, the proximity of most employee residences to downtown, relative lack of traffic congestion and the availability of cheap parking.

A higher level of transit patronage by downtown employees should be achievable in the future and must be achieved if downtown growth is not to produce excessive parking and traffic demands.

The City should encourage expanded transit services by Caltrans and SamTrans and should favorably consider more remote possibilities, such as extension of BART to San Mateo County.

In the short-term, actions should be taken which provide incentives to both employers and employees to increase the use of transit for trips to and from work.

POLICY 9.4

ENCOURAGE MINI-BUS SHUTTLE SERVICE IN THE DOWNTOWN CORE AREA TO SUPPORT EMPLOYEE PARKING IN THE PARKING EXPANSION ZONE AND TO SUPPLY FREQUENT, LOW-COST SERVICE FOR CUSTOMERS AND VISITORS.

The availability of shuttle bus service within the downtown area would enchance the attractiveness of travel to downtown by transit and driver parking outside the congested core area. Such a service could serve employees parking at locations several blocks from their place of work due to unavailability of parking within the core and could also serve retail customers, office and medical clients who are unable to find parking near their destinations.

10. CORE AREA CIRCULATION AND PEDESTRIAN ACCESS POLICIES

POLICY 10.1

EMPHASIZE EASE OF STORE-AUTO ACCESS AND PEDESTRIAN CIRCULATION ON DESIGNATED PRIMARY PEDESTRIAN STREETS ON THE DOWNTOWN TRANSPORTATION PLAN MAP.

Primary Pedestrian Streets are those streets which are now and should become the primary areas of pedestrian activity in downtown. These are the streets which form the core of downtown shopping activity and future potential retail expansion. The most important are Third, Fourth and B. Emphasis on these streets should be on ease of pedestrian access and pedestrian enjoyment, as more fully described in the Community Design Element.

This does not require elimination of automobile usage nor is this proposed since pedestrians and automobiles can live happily together under the proper conditions and together generate a heightened level of activity. However, the emphasis on this area should not be on fast auto movement or on expediting heavy traffic volumes but rather on pedestrian convenience and store access.

POLICY 10.2

ESTABLISH LIMITED PARKING ZONE (LPZ) TO REDUCE TRAFFIC CONGESTION AND TO ENSURE PARKING ADEQUATE FOR CUSTOMERS AND VISITORS, AS SHOWN ON THE DOWNTOWN TRANSPORTATION PLAN MAP.

The Limited Parking Zone is intended to ensure that the downtown core continues to function successfully as a retail area and has the ability to accommodate higher levels of pedestrian movement and visitor traffic. Within the area bounded mid-block from Third to Second on the north, mid-block from Fourth to Fifth on the south, mid-block from B to the railroad on the east and El Camino on the west, emphasis would be on pedestrian and customer traffic rather than on automobile movement. In order to preserve parking and available traffic-carrying capacity within this area for retail purposes, measures would be taken to protect both of these resources.

Measures would include (1) restriction of new curb cuts for auto access to these streets; (2) reduction of on-site parking requirements and limitation of off-street parking supplied in this area; (3) gradual conversion of all existing public parking supplies to short-term use as required due to increased shopping activity or to replace on-street spaces lost due to necessary traffic improvements or beautification improvements; and (4) retention of angled, on-street parking to the maximum extent feasible.

The companion to this zone is the Parking Expansion Zone (See Policy 11.2).

POLICY 10.3

IMPROVE VEHICULAR CIRCULATION IN THE RETAIL CORE FOR SHOPPERS AND VISITORS BY IMPLEMENTING THE ONE-WAY STREET PLAN AND MAKING TRAFFIC IMPROVEMENTS, AS INDICATED, ON THE TRAFFIC IMPROVEMENT MAP.

A minor extension of the one-way street pattern on Third and Fourth to El Camino is proposed to improve Retail Core circulation. This pattern would not only reduce congestion in the core but would also provide shoppers a chance to encounter twice the number of on-street spaces in a single pass down a street. The plan could be useful now but can be deferred until congestion increases.

STANDARDS IN THE LIMITED PARKING ZONE

New vehicular access to loading facilities, parking lots or structures and buildings not permitted along street frontages within this zone. The intent is that existing curb cuts be eliminated in new development. However, new or existing curb cubs may be allowed where: 1. They are needed to access parking or loading and do not negatively impact retail continuity; and, 2. are subject to approval of a Site Plan and Architectural Review (SPAR).

Elimination of on-site parking requirements for non-residential uses on lots partially or wholly within this zone, with satisfaction of all parking requirements by: 1. Lease of public spaces or in lieu fees to support new public parking construction adequate to meet requirements; or 2. Lease of private off-street parking through special use permit. The visitor parking component may be provided on site with an approved Special Permit.

Residential parking to be provided as required on-site, or on a site outside the zone or by lease within 200 feet of City parking provided that on-site parking shall not be accessed from a street in the zone unless no other access is feasible and no remote parking facility including leased City spaces is available or can be made available within 200 feet.

A Special Permit procedure to allow adjustments of on-site parking limitations in the Limited Parking Zone should be considered for accumulation of large parcels in order to accommodate more on-site parking.

POLICY 10.4

ENCOURAGE THROUGH-BLOCK PEDESTRIAN CONNECTIONS TO SHORTEN PEDESTRIAN WALKING DISTANCES AMONG DESTINATIONS AND FROM PARKING FACILITIES TO DESTINATIONS. THREE BLOCKS IN THE RETAIL CORE ARE SUFFICIENTLY LONG TO DISCOURAGE EASY PEDESTRIAN MOVEMENTS WITHIN THE CORE. THESE ARE THE BLOCKS BETWEEN SECOND AND FIFTH, FROM EL CAMINO TO SAN MATEO DRIVE.

Improved through-block connections will enhance the usefulness of peripheral parking facilities and ease of pedestrian access to stores within the Retail Core.

The Ben Franklin Court already provides a fairly good connection between Third and Fourth. A connection also exists from Second to Third but it has not been improved to be especially attractive to pedestrians. A connection from Fourth to Fifth has been started and can be substantially improved when new development occurs on Fifth.

11.0 PARKING POLICIES

POLICY 11.1

INCREASE THE SHARE OF PARKING SUPPLIED BY THE CITY IN LARGE FACILITIES AND ENCOURAGE INCREASED PARTICIPATION IN THE FINANCING OF PUBLIC PARKING BY NEW USES AND DEVELOPMENT AS A SUBSTITUTE FOR PRIVATE SUPPLIES.

Public parking facilities tend to achieve higher rates of utilization than private facilities where spaces are either reserved for specific firms or employees or where varying charges for parking encourage or discourage use of the facility. Therefore, in terms of overall downtown parking needs, the most efficient use of parking would be achieved if all facilities were operated as parking open to the public at rates which varied in accordance with location. In addition, the requirement that parking be located on the site of a particular development can make desirable developments infeasible or result in less attractive projects or lower densities than would otherwise be desirable in particular locations. It is also physically possible to design more efficient parking facilities where the objective relates primarily to parking and where the correct range of spaces can be provided relative to the size of parcels and the traffic handling ability of streets.

The City's previous formation and operation of the Central Parking Improvement District is an excellent example of City actions to increase the efficient use of parking, while supporting a desirable land use pattern in the Retail Core. It is proposed to extend and expand policies already prevailing in order to enhance the role of the CPID in providing parking required to serve new demands, both those arising from new development itself and those arising from more intensive patronage of existing buildings.

Since parking should be considered a normal cost of doing business, it is not proposed, nor would it be feasible to propose, that the City simply assume the entire financial burden of supplying necessary parking. In any event, most developers and tenants would desire some parking either on-site or within close range.

Therefore, a two-part CPID parking strategy is proposed: first, for the City to assume all visitor parking responsibilities; second to offer incentives for meeting on site parking requirements by expanded lease commitments in the CPID and/or payment of in-lieu fees to support the construction of additional parking. The benefits of the increased efficiency and desirability of City-controlled parking would be passed on to developers and users in the form of reduced costs.

Since in 1983 the City had a parking surplus, it is proposed to eliminate the existing limit on spaces available to lease to a particular user in return for a long-term financial commitment or payment of in-lieu fees for the commitment of permits representing parking spaces.

It is recognized that both the City and the user would be running a certain risk in that the actual parking demand, particularly in the case of long-term spaces, could temporarily exceed the supply before new spaces were added. In 1983, the City had a surplus of about 400 off-street spaces, and an additional 600 unoccupied street spaces, even during peak periods. In addition, it is clear that existing employees use some on-street spaces and that conversion of some free stalls to long-term parking in the more remote facilities might accommodate them. A number could also be accommodated in the substantial surplus of private spaces (1,200). It is proposed that a minor risk be accepted in committing surplus spaces, to

generate the revenues to acquire land and build additional facilities and partially to buy time to earn revenues from other sources (such as tax increments and parking meter revenues) which would permit provision of new supplies which would then become attractive to lease to other new development.

In addition, as indicated in the Public Improvement and Fiscal Element, it is proposed to increase revenues available to the CPID and to use tax increments in order to increase parking supplies which can be provided to benefit all.

POLICY 11.2

LOCATE NEW EMPLOYEE AND OTHER NON-RESIDENTIAL ALL-DAY PARKING REQUIRED TO MEET NEEDS GENERATED BY USES WITHIN THE CBD IN THE PARKING EXPANSION ZONE AS INDICATED ON THE DOWNTOWN TRANSPORTATION PLAN.

One of the major objectives of expanded City parking facilities will be to shift all-day parkers, chiefly employers and employees, to facilities outside the retail core to increase short-term spaces for visitors and customers. Another objective is to provide new parking where it would be required and would encourage the types of major development encouraged by the Land Use Element.

POLICY 11.3

ADOPT PARKING REQUIREMENTS WITHIN THE CPID WHICH TAKE ADVANTAGE OF EFFICIENCIES IN PARKING UTILIZATION ARISING FROM THE MIXED USE CHARACTER OF THE DOWNTOWN CORE, THE MULTIPURPOSE CHARACTER OF VISITOR TRIPS TO DOWNTOWN, REDUCED NEEDS ARISING FROM DOWNTOWN'S ATTRACTION OF SIGNIFICANT PEDESTRIAN TRIPS FROM NEARBY RESIDENTIAL AREAS; AND TO ENCOURAGE TRANSIT USE AND CAR-POOLING FOR WORK TRIPS.

Surveys of downtown visitors, employees and employers, as well as surveys of the use of parking facilities, indicate that parking requirements in the downtown area (within the CPID) can be, and should be, reduced from current requirements. There are several justifications for such reductions, apart from the desire to minimize unnecessary parking and unnecessary burdens on desirable development and rehabilitation activities.

In the case of customer and visitor trips, the justification for reduced requirements is most clear. Surveys indicate that most people who travel to downtown do so for a number of purposes related to the mix of activities which occur in downtown and the number of services and shopping opportunities which are present. This fact alone makes it possible to reduce the visitor portion of parking requirements to correspond with the fact that many uses can share the same parking. In the case of certain types of uses, particularly restaurants, retail stores and service businesses, this reduction can be substantial. Secondly, downtown retailing and services attracts a very high proportion of patronage from nearby residents who walk downtown and from employees who are alrady there. This fact also supports a reduction in visitor requirements which are otherwise based on the notion that everyone must drive from somewhere else. To the extent that the land use policies of the plan are successful in encouraging increased residence and employment downtown, patronage by employees and nearby residents will continue to make possible reduced parking requirements.

However, to take full advantage of this opportunity, visitor parking must be provided in public garages.

In the case of employee parking which, for most uses, represents the largest component of parking demand, reductions cannot be justified on a similar basis. Each employee comes to work for

PARKING REQUIREMENTS FOR USES AND DEVELOPMENTS WITHIN THE CPID(1)
(Spaces per 1000 gross square feet of floor area except where indicated)

Use	Employee/Resident (2)	Visitor/Customer (3)	Total
Retail stores	1.4	0.5	1.9
Restaurants & bars	1.4	2.5	3.9
Services	1.4	0.5	1.9
Financial	1.3	0.8	2.1
General Office	2.4	0.2	2.6
Medical Office	3.1	0.2	3.3
Indoor Theaters/Cinemas	1/50 seats	0	1/50 seats
Hotels	1/5 units	1/5 units	2/5 units
Residential			
Studio	1.0	0	1.0
1-Bedroom	1.1	0	1.1
2-Bedroom	1.4	0	1.4
3+-Bedroom	1.5	0	1.5

(1) Uses not Shown: no change from existing requirements.
(2) To be provided by project or met by payment of in-lieu fees or lease payments.
(3) To be supplied by CPID; rate based on survey findings, with equal weight given to all trip purposes for multipurpose trips. Method to be determined by City on a project by project basis.

Notwithstanding the above requirements, permit any non-residential use to reduce its employee parking requirement in accordance with the following:

Demonstration that the amount of space (gross square feet) per employee exceeds the following due to unusual circumstances (part-time employees coverted to full-time equivalents):

Retail/Service	450	General Office	250
Financial	540	Medical Office	210
Restaurants	520		

In which case a reduction will be granted based on the percentage indicated by the lower employee density with respect to the employee portion of the parking requirement;

AND/OR

Demonstration that the developer and/or employer will adopt a Transportation System Management Program or with specific measures such that the proportion of automobiles driven to work by employees will be less than 61%, in which case the employee portion of the parking requirement shall be: Proportion employees driving cars to work X Average daily employee attendance Parking spaces required.

Any developer or employer proposing a TSM program in order to justify parking reduction credits required to present a study by a qualified traffic consultant which demonstrates how the proposed program will accomplish such reductions.

Implementation of the program to be a condition of any permit with automatic lease payments due the City for public parking in the event of failure to implement the program so as to achieve the target; provision for monitoring and reporting at expense of proponent. On-site parking intended to satisfy code parking requirements shall be made available for use at rates not greater than 150% of the prevailing City rate for comparable space.

the entire day; whatever else he does is accounted for in the reduction of the visitor parking requirement. Surveys indicate that while minor reductions can be justified on the basis of current travel behavior, they would not be significant due to the reductions already available in the CPID compared of normal city requirements already allowed in the CPID. In the case of employee parking, parking requirements should be reduced to encourage reduced automobile usage for travel to work and, more especially, reduced single occupancy of automobiles for work trips. At present, average occupancy is only 1.08 persons per vehicle. A reasonable target is 1.2 persons per vehicle. Transit use can increase from 4% to at least 10%. Many employees indicate that feasible alternatives to driving exist for them (almost 60%), with bus, carpooling, and walking or bicycling being the most feasible.

It is therefore suggested that the City not attempt to maintain the existing, high level of single passenger automobile use and reduce parking requirements by 10% (half of what is achievable based on targets indicated above) in order to encourage employees to seek other alternatives. This is generally the path being pursued by other communities in the Bay Area and is made feasible in San Mateo's downtown by the high level of transit access, carpooling potential and proximity between employees' homes and places of work. Effective implementation of a policy to reduce employee parking demands will require other actions, as indicated under other policies.

POLICY 11.4

ADOPT PRESCRIBED PARKING REQUIREMENTS WITHIN THE DOWNTOWN AREA OUTSIDE THE CPID WHICH ENSURE ADEQUATE PROVISION TO MEET INCREASED DEMAND, WHILE TAKING ADVANTAGE OF REASONABLE USE OF ON-STREET SPACES AND PROXIMITY TO DOWNTOWN EMPLOYMENT AND SERVICES.

Due to lack of transit services, dispersal of uses and general auto orientation of areas outside the CPID, it is proposed to retain existing parking requirements for all non-residential uses.

For residential uses, reductions are proposed to account for lower expected vehicle ownership in downtown area housing, lack of need for substantial visitor parking shown by surveys of residential peak demand patterns and the presence of substantial on-street spaces for visitors and the plan's retention of such spaces. In addition, it is proposed to reduce residential parking requirements further where housing is located in nonresidential zones to take account of the availability of evening visitor parking in non-residential areas.

It is also proposed to allow a reduction in the visitor parking requirement in accordance with the amount of street frontage available for on-street parking. This will, in conjunction with incentives provided in the Land Use Element, promote reduction of curb cuts in new development on heavily travelled streets.

PARKING REQUIREMENTS OUTSIDE THE CPID

Residential

	R District	In Other Districts
Studio	1.0	1.0
1-Bedroom	1.3	1.1
2-Bedroom	1.5	1.4
3+-Bedroom	1.6	1.5

Exception: A reduction may be permitted in R Districts for new residential development on parcels with street frontage net of curb cuts and useable for on-street parking in excess of 80 feet at the rate of 1 space per 25 feet, provided that in no event shall less than one space be required per dwelling unit, except for senior citizens housing where existing zoning requirements shall continue to apply.

Nonresidential

Maintain existing parking requirements.

POLICY 11.5

EVALUATE AN INCREASED RATIO OF PARKING ALLOCATED TO COMPACT CARS, AND MODIFY PARKING DIMENSIONAL STANDARDS TO REFLECT CHANGES IN CONDITIONS AS CAN BE ADOPTED CITYWIDE.

Current city parking standards were developed in 1966. Since 1975 the length of American cars have been gradually decreasing. Currently over 60% of the U.S. passenger car fleet is less than seven years old. Roughly 50% are classified as compact or light weight vehicles. In light of these facts and to reduce unnecessary parking requirements, changes are proposed in order to allow a higher percentage of compact cars and to allow shorter stalls. For long-term (all day) parking, reductions in stall width are also recommended to take advantage of the low turnover rates of these facilities and the experience of drivers parking in the same facility over a long period of time. The proposed changes would reduce space requirements by 15-25%.

POLICY 11.6

ADJUST PARKING METER RATES, ESPECIALLY FOR LONG-TERM PARKING, TO MANAGE DEMAND, TO ACHIEVE A BETTER RELATIONSHIP TO CHARGES FOR PRIVATE PARKING AND TO GENERATE REVENUES NEEDED TO PROVIDE CPID SUCH PARKING.

Existing public parking rates in downtown San Mateo are quite low by comparison with those in many other communities. Existing rates also do not generate revenues adequate to provide such spaces. While there may be competitive reasons to maintain low short-term rates to encourage shopping, responses to the shopper's survey suggest that rates are not perceived as an issue.

For most visitors, finding a space in the desired location is more important than the cost (at least within a range of reasonableness). This is partially due to the short amount of time the average visitor spends in downtown. Very low short-term rates, even with adequate parking enforcement, encourages use of short-term spaces by employees and others who should not be in them. They also encourage high occupancy in core area spaces and lower occupancy in outlying spaces since there is no reason not to park in the core, irrespective of one's destination or price-sensitivity. It would not, therefore, be unreasonable to increase short-term rates at least in the most central locations along Third and Fourth Avenue to discourage unnecessary parking in these prime areas.

In the case of employee parking, existing public rates appear to be substantially below those typical in private facilities where available and tend to encourage excessive use of automobiles for travel to downtown, creating parking demand in excess of what it might otherwise be. Presently, 20% of employees park free since free parking is provided by employers. Another 10% apparently find free, on-street parking. The average cost of employee monthly parking in private parking in 1983 is $17 with a substantial range, up to $30-40 per month. This suggests that public parking rates are too low and that a doubling of rates to average $20-22 per month would not be excessive. This is particularly justifiable given the relatively high average household incomes of downtown employees (about $38,000 per year).

POLICY 11.7

MAINTAIN VIGOROUS ENFORCEMENT TO ENSURE AVAILABILITY OF SHORT-TERM SPACES FOR CUSTOMERS AND VISITORS.

The City currently has a vigorous enforcement program which prevents excessive use of short-term spaces by employees and employers. This program should be continued. The major problem is caused by constant offenders. It is suggested that the level of fines be increased for multiple offenses in order to discourage continued use of on-street and other short-term spaces by employees and employers.

PUBLIC IMPROVEMENT AND FISCAL

PUBLIC IMPROVEMENT AND FISCAL ELEMENT

BACKGROUND

SETTING

Although downtown San Mateo represents approximately 3.5% of the total land area of the City, it accounts for 6% of the City's assessed valuation. This is despite the fact that exempt public and other eleemosynary uses represent 42% of the downtown land area. Most of this assessed valuation is currently located in the district west of the railroad tracks.

Downtown also contributes substantial revenues to the City in sales taxes and business license fees, as well as other fees and taxes.

The City undertakes capital improvements throughout the City each year in order to maintain services, replace outworn facilities and make more efficient use of available monies. Improvements are funded through the Capital Improvements Program, including revenues from a variety of federal, state and local sources. The Capital Impovements Program includes expenditures in downtown, along with expenditures elsewhere in the City.

Two special financing mechanisms have been established in downtown to finance downtown improvements (see map, page 117). The first is the Central Parking Improvement District which was created and is used to finance public parking in the most densely developed part of downtown and derives revenue from parking meters, leases and land assessments. The second is the Redevelopment Agency and the Downtown Redevelopment Project Area, which includes most of the nonresidential areas of downtown and has been created to finance improvements needed downtown which cannot be financed from other sources. The primary source of revenues for the Redevelopment Agency is tax increments --the increase in property taxes received in the redevelopment area after the year in which it is established, primarily from new development but also from annual increases in assessments. Both the CPID and the Redevelopment Agency could issue revenue bonds or tax allocation bonds based on revenues they receive.

As is the case with any area containing a high proportion of business uses, the downtown probably contributes more revenue to the City than the City is required to spend within the area. However, due to the age of the downtown area, many public facilities are old and need to be replaced, including sewers, water lines, streets, sidewalks, street lighting and traffic signals. In addition, many of these facilities do not have adequate capacity to accommodate higher levels of demand generated by more intensive use and development in the downtown area. Due to Proposition 13, normal revenues are not generally adequate to meet capital expenditure needs in the downtown. This was a primary reason for creation of a redevelopment area. In addition, in order to protect the City's General Fund, the City's Developer's Contribution Policy requires new developments to finance all required improvements to accommodate the development, even if such improvements may affect or benefit several properties, although the initial developer is allowed to recover a

part of the costs from subsequent developers. In some cases this may discourage development due to the high costs involved; in other cases, the required contributions are not significant and contribute to overall improvement of the downtown or mitigation of development impacts.

At present, the major source of local revenue available to finance most downtown improvements needed or proposed by the Plan appears to be future tax increments to the Redevelopment Agency. The magnitude of such revenues will depend primarily on the amount of new development in the Redevelopment area. Therefore, it is critical to encourage such development in order to generate adequate revenues to meet existing needs as well as to make other improvements. The other major potential source of local revenues for parking improvements is the CPID and its revenue sources. Funding of all needed improvements will also require state and federal assistance, especially for transportation improvements, and General Fund contributions.

TRENDS

Growth in the downtown area is expected to add population, employment and retail expenditures. Fiscal impact analysis was based on maximum growth to the year 2000. Such growth could involve 900 new housing units, one million new square feet of office space and 250,000 square feet of new commercial space.

It is generally understood that intensified development in the downtown will generate certain additional revenues to the City (notably through sales and property taxes) and will necessitate additional City expenditures, especially in the areas of community development, police protection and certain capital expenditures to expand facilities to accommodate growth.

Projected new development in downtown San Mateo will generate incremental revenues to the City substantially in excess of required new costs. Cumulative new revenues net of operating and capital costs are estimated at $18.6 million by the end of the period, including portions of project capital costs not attributable to needs generated by new development.

Due to the slow growth in new revenues, it will be difficult to meet all capital requirements in the first six years, if full project costs must be funded from new revenues received during those years, and there will be little revenue during this period available for discretionary capital expenditures.

The General Fund will experience a positive change in fiscal balance as a result of new development although substantial increases in revenues will accrue to the Redevelopment Agency rather than to the City. The General Fund position can be improved even more by ensuring full recovery of development processing costs for the Community Development and Public Works Departments.

In the event that a shift in tax increment monies to the Elementary School District is needed, net revenues available for other purposes will be reduced by as much as $4.7 million. If all school districts tax increment monies according to their pre-redevelopment shares, cumulative net revenues for other purposes will be reduced by $9.3 million. Although the result would be a cumulative surplus, there would be serious cash-flow problems in meeting capital requirements in the early years.

Since certain capital costs only need to be incurred generally if and as development occurs, it should be possible to develop a means of financing these needs in accordance with actual rates of development. However, caution

will be required in incurring debt in anticipation of new revenues.

To the extent that high value development, especially high value residential condominiums, major retail and major office use, is located within the redevelopment area, the City will obtain substantially more funds to meet required capital expenditures.

OPPORTUNITIES AND CONSTRAINTS

The prospect of substantial new development offers the opportunity to generate revenues to finance needed public improvements and many actions proposed in other elements of this Plan. However, it will not be possible to finance many proposed improvements in the near future solely from tax increments. Either other revenue sources will have to be tapped or action on certain proposals will have to await future receipt of adequate revenues. Thus, it is essential to establish priorities for public improvements which take into account need, potential impact on the attractiveness of downtown for new development and relationship to implementation of downtown goals and policies. Under a reasonably optimistic forecast of future condititions, it should be possible to implement all of the proposals in this Plan and to remedy prior deficiencies by the end of the century.

This will require careful planning, agreement to proceed with a set of established priorities and flexibility in responding to changing conditions.

PURPOSE OF THIS ELEMENT

The City of San Mateo must, to a large degree, rely on growth and development in the downtown area to provide the tax increment and other funds necessary to finance needed capital improvements.

In some cases, however, anticipated development cannot occur or will not be attracted to the downtown area without certain capital improvements or commitments to them.

The purpose of this element is to provide policies and guidelines for resolving this financial dilemma and to implement a systematic public improvement program to implement the other elements of this Plan. The element proposes several general guidelines for priority capital expenditures and the use of tax increment funds. The element also describes a proposed scenario for expenditures based on the capital requirements discussed in other elements.

District Boundaries

------ Downtown Study Area

——— Downtown Redevelopment Project Area

//////// Central Parking & Improvement District (CPID)

..... Primary Benefit Zone (portion of CPID which is within 500 ft. of a District Parking Facility)

DOWNTOWN SPECIFIC PLAN

2 acre
1 acre
1/2 acre

0 200

CITY OF SAN MATEO
CALIFORNIA

GOALS

FISCAL IMPACT GOAL

Ensure that new development has a positive fiscal impact on the City, taking into account the impacts of such development on other developments and their total contribution to the ability of the City to finance needed services and improvements.

FAIRNESS GOAL

Ensure that those benefitting from public improvements share fairly in the cost of such improvements and are not burdened by having to assume an excessive share of their costs.

REVENUE GOAL

Generate adequate revenues to be able to fund necessary and desirable public improvements, while ensuring that costs imposed on new development do not discourage such development and result in lower revenues than the City would otherwise receive to fund such improvements.

SERVICE EFFICIENCY GOAL

Adopt land use, service and public improvement policies which ensure that investments in public services and facilities are used efficiently and contribute to the implementation of other policies of this Plan.

PUBLIC IMPROVEMENT GOAL

Establish priorities for public improvements and carry out such improvements on the basis of enhancement of development potential and downtown's attractiveness, correction of serious infrastructure deficiencies, need for early action to implement Plan goals and policies (such as for land acquisition), mitigation of impacts of new development, cost - effectiveness and availability of resources.

12.0 PUBLIC IMPROVEMENT AND FISCAL POLICIES

POLICY 12.1

INVEST IN PUBLIC IMPROVEMENTS AND SERVICES WHICH WILL PROMOTE THE GOALS AND POLICIES OF OTHER ELEMENTS OF THIS PLAN AND WHICH WILL ENCOURAGE NEW DEVELOPMENT WHERE SERVICES ARE OR CAN BE PROVIDED AT THE LOWEST COST.

The other elements of this plan contain policies regarding desirable land use and activity patterns and improvements in the quality of life in downtown. Public Improvement and Fiscal Policies should support such policies. At the same time, the Land Use Element reflects fiscal considerations regarding the availability of adequate infrastructure or the ability to make necessary and cost-effective improvements.

There are two interrelated strategies to be pursued in making public improvement and investment strategies: first, to ensure that public investments enhance prospects for new development which will generate the revenues to pay for public improvements; second, to ensure that public improvements are made so as to enhance prospects for new development in accordance with the land use, design and transportation policies of the Plan.

POLICY 12.2

ENSURE THAT REVENUES TO THE GENERAL FUND FROM NEW DOWNTOWN DEVELOPMENT ARE ADEQUATE TO COVER INCREASED COSTS OF NORMAL SERVICES AND DEVELOPMENT-RELATED PROCESSING COSTS AND TO ACHIEVE A CONTRIBUTION TO THE GENERAL FUND EQUIVALENT TO THAT OF EXISTING PROPERTY.

Fiscal analysis conducted in preparation of this plan indicates surplus General Fund revenues will be generated by new development. However, General Fund surpluses will be quite small in the early years of downtown development and would not contribute to the City's ability to make needed capital investments nor would the surplus be greater than that estimated to accrue from existing development.

Cost/revenue analysis also shows that most of the costs for services to new development will be adequately covered by increases in annual revenues from the projects. However, the costs associated with plan checking, environmental review and site inspections occur before new development revenues are available.

Current policy is to recover 50% of the costs related to staff activities associated with the Board of Zoning Adjustments and related permit processing. However, current experience is that the existing fee structure recovers only 30% of such costs. Other costs associated with plan processing and inspections (e.g., fire inspections during and immediately following construction) are not included in the existing fee program.

The full costs of development should be charged to the applicant since they are a normal cost of doing business. This requires an increase in fees and fees which vary with the complexity of permit processing (e.g. PD or variance vs. plan-checking). It is believed that such an increase would be of little consequence to the likelihood of new development. The General Fund also should not bear planning and administrative costs of the Redevelopment Agency since an independent fund is available.

POLICY 12.3

REQUIRE NEW DEVELOPMENT TO BEAR A FAIR SHARE OF THE COSTS NORMALLY ASSOCIATED WITH DEVELOPMENT IN SAN MATEO EXCEPT WHERE OTHER IMPORTANT POLICIES WARRANT

CITY CONTRIBUTIONS IN ORDER TO MEET A SPECIAL NEED OR IMPLEMENT AN IMPORTANT PUBLIC POLICY.

Developers should continue to bear the cost of that share of public improvements which provide a direct benefit primarily to their properties or are required to mitigate a direct burden imposed by the development. For example, a developer would fund landscaping and sidewalk improvements in compliance with the plan, whether this required the first installation or replacement of previous City-funded improvements. However. in some cases, relief from this requirement is justified due to hardship or results contrary to policies of this plan.

In the case of low- and moderate-income housing, the City may need to fund improvements in order to make possible the development of this type of housing. This would encourage commitments to reserve certain housing units of low- and moderate-income households and to build such projects. Alternatively, the developer who did not intend to provide such housing would be required to refund to the City the cost of the pro-rated share of improvement costs made by the City previously in the area of the residential development.

Policy 12.4 is a companion to this policy to relieve new development of unfair burdens.

POLICY 12.4

ENCOURAGE NEW DEVELOPMENT IN ACCORDANCE WITH OTHER ELEMENTS OF THIS PLAN THROUGH THE USE OF TAX INCREMENT FUNDS TO DEFRAY, PARTIALLY OR FULLY, COSTS OF IMPROVEMENTS WHICH WILL BENEFIT MULTIPLE PROPERTIES OR THE CITY AS A WHOLE, ESPECIALLY OFF-SITE IMPROVEMENTS.

In some cases, existing new development is dependent on off-site improvements which will be of benefit to several properties or involve correction of existing deficiencies. Typically, an individual development would be required through the Developers Contribution Policy to pay the cost for expanding or improving the facilities necessary to meet the additional demands placed on the system by their project, even if the required improvement would serve other properties.

This can be the case for sanitary sewer lines and storm drains and water lines. The benefits of the enlargements or improvements will accrue to more than one development or will result in correction of deficiencies affecting adjoining property. The current policy requires the first development along a sanitary sewer line to bear the entire cost of the improvement, with repayment from subsequent developments occurring along the line and using the improved facilities. This policy may be inconsistent with land use policies which do not encourage additional development in the same areas.

Such a policy also requires the initial developer to become the banker for all subsequent developers to the extent the first project must carry the cost of financing the system improvements and bear the risk of repayment. The first developer is placed in the unenviable position of bearing the risk regarding the timing or even overall likelihood of any future development.

This can have the effect of limiting development in general or causing development to be slowed in those areas requiring major system expansions even if these are high priority areas for development (e.g., Central Claremont). This slowing of anticipated development will also have the effect of slowing the receipt of the projected tax increment funds, thereby becoming self-defeating.

In areas where off-site public improvements such as sanitary sewer line or water line enlargements will be re-

quired, the City should assist in funding those improvements from tax increments or other increases in revenue. The developers in the area benefitted by the public investment will be required to compensate the City for the share of the public improvement which directly benefits their project. This will relieve the developers of unreasonable burdens of funding off-site improvements and thereby encourage developments in those areas. If the City does not have adequate funds when a development is to proceed, it will agree to reimburse such costs as tax increments are received.

It is also suggested that the City continue to require sidewalk and beautification improvements by new developments adjacent to their properties in accordance with a defined set of uniform standards throughout the core area (see Policy 6.1) but also allow repayment of such portion of those expenditures which contribute to the overall appearance of the downtown area from future tax increments. This will ensure that such improvements can be made earlier than if they depended on City funding but will treat new developments fairly in relation to existing developments where the City finances such improvements.

Lastly, it is also proposed that tax increments be used to finance a portion of additional parking (the visitor component) which will be required to accommodate demands generated by new development in order to encourage new development. See Policies 11.1, 11.3, 12.5 and 12.9.

POLICY 12.5

ADOPT PRIORITIES FOR FUNDING PUBLIC IMPROVEMENTS IN DOWNTOWN WHICH WILL HAVE THE MOST IMMEDIATE IMPACT ON PROSPECTS FOR NEW DEVELOPMENT CONSISTENT WITH THE PLAN, MAKE THE MOST EFFECTIVE USE OF AVAILABLE REVENUE SOURCES AND ENSURE THE ABILITY OF THE CITY TO UNDERTAKE MAJOR PUBLIC IMPROVEMENTS TO ACCOMMODATE AND MITIGATE THE IMPACTS OF NEW DEVELOPMENT.

Available revenue sources, especially tax increment funds, must be carefully used to achieve the maximum impact on new development consistent with the Plan (the source of such revenues) and to accomplish Plan objectives as rapidly as possible. At the same time, revenues must be ensured to finance the costs of major public improvements, chiefly involving increased traffic capacity, to accommodate and mitigate the impacts of new development.

The proposed Public Improvement Priorities and Funding Sources suggests a procedure by which maximum effectiveness can be achieved with potentially available revenue sources. Other policies address some of the specific policies and funding sources.

The overall approach is two-fold; first to utilize available tax increments reserved for contingent school obligations in each year and prior balances to fund relatively low cost improvements in succeeding years, while also covering obligations incurred for repayment of advances by developers for off-site improvements; and secondly, to accumulate tax increment bonding capacity for major improvements required and acceleration of other improvements called for by the Plan. This approach will ensure that obligations for high-cost improvements are not incurred until development has occurred which justifies such improvements and generates the revenues adequate to support them. At the same time, revenues will be allocated as available to make improvements as early as possible which can have an impact on the likelihood of new development.

Tax increment funds and bonds are also proposed to be allocated to make expenditures as early as possible where a

SUGGESTED
PUBLIC IMPROVEMENT PRIORITIES AND FUNDING SOURCES
(1983 DOLLARS)

PUBLIC IMPROVEMENTS	FUNDING SOURCE
First Phase (1985-88)	
• Acquisition of surplus school property for park and recreation purposes and other properties for park ($750,000).	General Fund.
• Core Area Street Tree and Downtown Gateway Tree Planting, B Street Mini-park and B Street planters ($595,000).	Existing accumulated tax increment funds and tax increments available each year due to reserve for contingent obligations to San Mateo City School District.
• Feasibility Study for creek access and pocket parks.	Park and Recreation Tax, Open Space In-Lieu Fees, General Fund revenues for CIP.
• Land Acquisition for first phase parking in Parking Expansion Zone ($1,500,000 or less); initial use for surface parking.	CPID revenue bonds backed by increased CPID revenues and tax increments; First Tax Allocation Bond (1985-86) if revenue bonds cannot be issued earlier.
• Minor Traffic Improvements recommended in Parking and Transportation Element, including one-way street pattern, signal phase change at Third and Humboldt Streets; and Second and Fifth Avenue capacity improvements ($40,000).	Accumulated tax increments.
• Payment of partial or complete costs of off-site improvements for low and moderate income housing and other assistance (including land acquisition) necessary to produce low and very-low income housing ($228,500 - $500,000) (phased).	Accumulated funds in Tax Increment Low and Moderate - Income Housing Fund.
• Replace storm drain at Fourth and Ellsworth ($50,000).	

PUBLIC IMPROVEMENTS	FUNDING SOURCE
• Sewer improvements and repayment of developer advances for portion of off-site improvements to sanitary sewers, storm drains, water lines, fire hydrants and traffic improvements benefiting other properties or the City in general, if not already done by City.	Sewer service charges for sewers. Fee contributions by subsequent or or simultaneous developments on a pro rata share basis. Repayment scheduled over 10 year period except that annual payments shall not exceed 25% of the tax increment funds received from specific development.
• Sidewalk improvement across tracks on Third and Fourth ($120,000).	Accumulated tax increment funds.
Second Phase (1988-92)	
• Rebuilding of 101 Interchange ($3,000,000; City share maximum - $1,300,000).	FAU, Gas tax, accumulated tax increments and Tax Allocation Bond, if necessary.
• Approach improvements to overpass if Caltrans will not rebuild or improve ($132,000) minimal widenings of Third and Fourth Avenues ($90,000).	FAU, Gas tax, tax increments if necessary.
• Approach Trees and Buffer Trees and Natural Boundary Trees ($170,000).	Accumulated tax increments.
• Core area sidewalk improvements (phased) ($2,000,000).	Accumulated tax increments.
• Parking Construction - first facility ($3,000,000).	Higher CPID revenues from leases, meters and air rights sales and in-lieu parking fees from developers. Second Tax Allocation Bond (1989-90) if other revenues not adequate.
• Rehabilitation of Central Park (phased) ($400,000).	Accumulated tax increments.

Third Phase (1992-2000)

• City participation in Caltrain relocation ($0 - 500,000).	Accumulated tax increments.
• Complete widening, rehabilitation and beautification for Third and Fourth Avenues. Phase 1 - $1,500,000/ Phase 2 - $1,500,000	FAU, Gas Tax, accumulated tax increments and Third Tax Allocation (1995-96), if necessary.
• Fire station consolidation - land acquisition and construction ($2,000,000).	Accumulated tax increments and General Fund ($1,500,000); sale of existing sites ($500,000).
• Gateway Park Improvements ($250,000).	Park and Recreation Tax, Open Space In-lieu Fees, General Fund Revenues to CIP.
• Land acquisition for second phase parking in Parking Expansion Zone ($1,500,000).	CPID revenues; accumulated tax increments, if necessary.
• Parking construction - second facility ($3,000,000).	CPID revenue bond and Third Tax Allocation Bond (1995-96).

delay would cause higher costs or make the potential improvement infeasible, such as for land acquisition.

POLICY 12.6

GIVE HIGHEST PRIORITY TO PUBLIC IMPROVEMENTS WHICH ARE CURRENTLY AFFORDABLE AND WHICH WILL HAVE THE GREATEST IMMEDIATE IMPACT ON ATTRACTING NEW DOWNTOWN DEVELOPMENT AND REVITALIZATION OR WHICH REQUIRE EARLY ACTION IN ORDER TO AVOID SUBSTANTIALLY HIGHER FUTURE COSTS.

The City is limited in its ability to finance capital expenditures in the early years of the redevelopment program. Tax increment revenues from new development will obviously lag behind the construction of those projects.

The City cannot issue bonds until it is receiving an adequate level of revenue. Moreover, the City cannot allocate to debt service the portion of the tax increment contingently committed to the San Mateo City School District. However, the monies reserved for the school district may be spent on current capital improvements or other administrative costs of redevelopment each year when they are determined not to be required for school funding.

To have maximum impact in the downtown area with limited funds, the City should undertake to make improvements which will make the greatest impression or require early action and can be funded. Such improvements would include the major landscaping recommended for the Third Avenue approach and in the Retail Core, the B Street mini-park and planters, acquisition of land for future parking, and pedestrian improvements across the railroad tracks.

POLICY 12.7

WHEN ADEQUATE REVENUES ARE BEING GENERATED TO MAKE ISSUANCE OF BONDS COST-EFFECTIVE, ISSUE SUCH BONDS IN ORDER TO MAKE PUBLIC IMPROVEMENTS.

Issuance of bonds, including tax allocation bonds, will be necessary in order to make public improvements which can encourage new development, which are needed to correct existing deficiencies and which will be needed to accommodate and mitigate the impacts of new development' in a timely fashion. Such bonds make the most effective use of existing and future revenues to achieve the objectives of the Plan by accelerating the ability to make improvements and thereby encourage the very development which will generate such revenues. However, it is not cost-effective to issue bonds in small amounts. A bond issue should be issued when proceeds from the issuance available for expenditure will be at least $2-3 million.

POLICY 12.8

MAKE MAXIMUM USE OF AVAILABLE REVENUE SOURCES FOR SPECIFIC PROJECTS.

All desired actions cannot be funded tax increments, at least in early years. Other revenue sources are or can be available, both from City and non-city sources. Major traffic improvements such as U.S. 101 interchange improvements should be funded entirely or substantially from non-city sources due to the importance of the interchange to the region. City funding should be a last resort. In addition, certain projects should be funded from other revenues, such as those from the CPID, FAU or gas taxes, sewer service charges and the General Fund.

POLICY 12.9

INCREASE THE FINANCIAL CAPACITY OF THE CENTRAL PARKING AND IMPROVEMENT DISTRICT (CPID) TO EXPAND PUBLIC PARKING FACILITIES AND ACHIEVE AN EQUITABLE RELATIONSHIP BETWEEN PARKING COSTS AND USER FEES AND BENEFIT ASSESSMENTS FOR PARKING.

The Central Parking and Improvement District has been created to finance the construction of shared public parking in the downtown area. The District is divided into two areas. The "Primary Benefit Zone" (PBZ) consists of the area which is currently served by existing District supported parking facilities. The boundary of the PBZ is that area which is within 500 feet (approximately two blocks) of any existing district facility. The remainder of the CPID area is outside the PBZ.

Construction and operation of CPID parking facilities is financed from four sources of funds. Parking meter and lease revenues pay 55% of district costs. The second source is assessments which account for 45% of costs. All properties within the boundaries of the District are charged a special assessment based on the value of land (exclusive of improvements). This source accounts for 25% of the annual budget for the CPID after accounting for the revenues from parking meters and leases (11% of total costs) and amount to a rate of less than 1/10 of 1% of the assessed value of property within the district.

The remaining 75% (34% of total costs) is charged against only those properties in the Primary Benefit Zone which have a parking deficiency based on the zoning ordinance. Each owner pays a pro rata share on the basis of the number of parking spaces his property is deficient in providing parking according to ordinance requirements. Properties that provide their own required parking, residential and public properties and vacant properties are excused from this payment. Also, properties in the PBZ east of the Southern Pacific Railroad tracks are required to pay only half of the pro rata charges for parking deficiencies.

Currently, developers in the downtown area are required to meet only 75% of the parking requirement in the zoning ordinance with on-site parking. The remaining 25% of the required parking is provided by the District in centralized facilities. This requirement to provide only 75% of the parking is intended to encourage new development since the charges for the shared facilities under the formula described above is about 10% of the cost of providing the spaces.

The cost of land in the downtown area can only become more valuable as development occurs. Indeed, the land which is closest to expected development sites will increase in value most rapidly. Thus, it is especially critical to acquire potential sites for new parking facilities as early as possible. Sites should be from 20,000 to 55,000 square feet in order to accommodate 200 - 800 cars at up to four levels above ground. Smaller sites could be used if some parking is below grade.

As the CPID implements the policy of acquiring new parking facility sites, a greater portion of the cost of District operation will be for payment of debt service and site development in areas outside the present Primary Benefit

Zone. Currently, assessments for both land and parking deficiencies on properties within the PBZ finance 48% of the costs of CPID operation. Land assessments on properties outside the PBZ cover only 4% of the costs. Thus the PBZ should be expanded to include areas designated for new development as new sites are acquired.

Land assessments are presently now low and there is little incentive for redevelopment, especially ouside the PBZ. An increase in the land assessment itself should be considered to finance site acquisition for new facilities.

The current parking meter rates in the downtown area are low and should be raised as provided in the Parking and Transportation Element. A recent survey of parking meter rate charges in various cities shows little effect on parking usage from 100% increases in the hourly rate. In one instance, an increase of 100% in the meter rate (from $0.25 to $0.50 per hour) caused only a 6% decrease in the hourly demand but an offsetting increase in monthly parking users. A doubling of the parking meter rates would yield about $200,000 additional per year if existing assessments were not reduced. Such revenues, along with increased land assessments and tax increments, could be used to issue revenue bonds for new parking facility construction.

SUMMARY OF DOWNTOWN CAPITAL EXPENDITURES BY OBJECT (1983 Dollars)*

CAPITAL EXPENDITURE OBJECT	COST	SOURCE
Current Expenses	$220,000	TIF
Landscaping/Image		
Core Area Sreet Trees (first phase)	110,000	TIF
Core Area Street Trees (second phase)	130,000	TIF
Core Area Street Trees (third phase)	120,000	TIF
B Street Planters	35,000	TIF
Downtown Gateway Trees	100,000	TIF
Bayshore Entry Landscaping	50,000	TIF
Approach Street Trees	110,000	TIF
Natural Boundary Trees	20,000	TIF
Buffer Trees	40,000	TIF
	$715,000	
Park and Open Space		
B Street Mini Park	100,000	TIF
Central Park Rehabilitation	400,000	TIF
Gateway Park Acquisition	750,000	General Fund and Recreation Fees
Gateway Park Development	250,000	General Fund
	$1,500,000	
Infrastructure		
Sanitary Sewer	527,000	Developer Contribution, TIF, Sewer Fees, Housing Set-Aside
Water Lines	309,000	Developer Contribution, TIF
Hydrants	2,000	Developer Contribution, TIF
	$838,000	
Parking		
Site Acquisition (first facility)	1,500,000	TIF, CPID
Facility Construction	3,000,000	TIF, CPID
Site Acquisition (second facility)	1,500,000	TIF, CPID
Facility Construction	3,000,000	TIF, CPID
	$9,000,000	

CAPITAL EXPENDITURE OBJECT	COST	SOURCE
Transportation		
Minor Traffic Improvements	40,000	TIF, FAU, Gas Tax
101 Approach	132,000	TIF, FAU, Gas Tax
Minor Traffic Improvements on Third and Fourth Avenues	90,000	TIF, FAU, Gas Tax
Fourth Avenue Widening	1,500,000	TIF, FAU, Gas Tax
Third Avenue Widening	1,500,000	TIF, FAU
101 Overpass Widening	3,000,000	TIF, FAU, Gas Tax, Caltrans
	$6,262,000	
Sidewalk Improvement		
Third and Fourth Avenues across Railroad Tracks	120,000	TIF
Core Area	2,200,000	TIF, Developer Contribution
	$2,320,000	
Other Improvements		
Fire Station Consolidation	2,000,000	TIF, sale of property, General Fund
Train Station Relocation (City Share)	500,000	TIF
	$2,500,000	
Contingency/Studies	500,000	TIF
TOTAL	$23,855,000	

TIF - Tax Increment Fund, including Tax Allocation Bonds
FAU - Federal Aid to Urban (traffic)
CPID - Central Parking Improvements District

* Preliminary cost estimates for planning purposes only

ILLUSTRATIVE CAPITAL EXPENDITURE SCENARIO FOR TAX INCREMENT FUND (1983 Dollars)(1)

Year	Annual TIF Available (2)	Cumulative TIF Available (3)	Improvement Cost	Cumulative Cost	Improvement Description
1982/83	136,000	136,000	220,000	220,000	Current expenditures
1983/84	176,000	312,000	110,000		Core area street trees (first phase)
			35,000	365,000	B Street planters
1984/85	327,000	642,000	100,000		
			130,000		Downtown gateway trees
			50,000		Core area street trees (second phase)
			2,000	647,000	Storm drain replacement
					Repayment of developer advances/contingency
1985/86	2,553,000	3,200,000	120,000		
			110,000		Core area street trees (third phase)
			100,000		Approach street trees
			40,000		B Street mini park
			1,500,000		Minor traffic improvements
			120,000		CPID site acquisition (first facility)
			7,000	2,644,000	Sidewalk improvements across train tracks
					Repayment of developer advances/contingency
1986/87	333,000	3,548,000	20,000		Natural boundary trees
			40,000		Buffer trees
			50,000		Bayshore entry landscaping
			400,000		Core area sidewalk improvements
			14,000	3,168,000	Repayment of developer advances/contingency
1987/88	478,000	4,030,000	400,000		Core area sidewalk improvements
			20,000	3,588,000	Repayment of developer advances/contingency
1988/89	539,000	4,578,000	400,000		Core area sidewalk improvements
			22,000	4,010,000	Repayment of developer advances/contingency
1989/90	2,700,000	7,295,000	180,000		Core area sidewalk improvements
			212,000		101 approach and minimum improvements on Third and Fourth Avenues
			24,000	4,426,000	Repayment of developer advances/contingency
1990/91	316,000	7,776,000	3,000,000		CPID parking, construction
			24,000	7,450,000	Repayment of developer advances/contingency
1991/92	517,000	8,293,000	400,000		Central Park rehabilitation
			32,000	7,882,000	Repayment of developer advances/contingency
1992/93	836,000	9,135,000	220,000		Core area sidewalk improvements
			39,000	8,141,000	Repayment of developer advances/contingency
1993/94	882,000	10,075,000	1,500,000		CPID site acquisition, second facility
			40,000	9,681,000	Repayment of developer advances/contingency
1994/95	927,000	11,021,000	150,000		Core area sidewalk improvements
			750,000		Fourth Avenue widening (first phase)
			41,000	10,622,000	Repayment of developer advances/contingency
1995/96	3,778,000	14,817,000	300,000		Core area sidewalk improvements
			750,000		Fourth Avenue widening (second phase)
			750,000		Third Avenue widening (first phase)
			42,000	12,464,000	Repayment of developer advances/contingency
1996/97	597,000	15,561,000	150,000		Core area sidewalk improvements
			750,000		Third Avenue widening (second phase)
			1,300,000		101 overpass widening
			44,000	14,708,000	Repayment of developer advances/contingency
1997/98	744,000	16,353,000	1,000,000		CPID parking, construction
			49,000	15,757,000	Repayment of developer advances/contingency
1998/99	870,000	17,255,000	500,000		Fire Station consolidation land acquisition
			53,000	16,310,000	Repayment of developer advances/contingency
1999/2000	894,000	18,873,000	1,000,000		Fire station construction
			500,000		CalTrain relocation
			53,000	17,863,000	Repayment of developer advances/contingency

(1) Assumes that a minimal amount from other sources is available requiring reliance on tax increments, if other sources are not available.
(2) Tax Allocation Bonds issued in 1985, 1989, 1995.
(3) Includes interest on carryover from previous year at 6.5%.

IMPLEMENTING ACTIONS
APPENDIX TO THE DOWNTOWN SPECIFIC PLAN

ADOPTED BY THE CITY COUNCIL, JULY 1, 1985

As these Implementing Actions are accomplished they may be deleted and new Implementing Actions may be added as needed.

These Implementing Actions to be amended and revised on an annual or other regular basis in the same manner as the Capital Improvement Program or the City Budget.

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RESOLUTION NO. 79 (1985)

ADOPTING THE IMPLEMENTING ACTIONS
OF THE DOWNTOWN SPECIFIC PLAN

RESOLVED, by the Council of the City of San Mateo, California, that:

WHEREAS, this Council has adopted the Downtown Specific Plan which does not include those matters set forth as "Implementing Actions," and

WHEREAS, this Council wishes to adopt said "Implementing Actions" independent of the Specific and General Plan;

NOW, THEREFORE, IT IS HEREBY DETERMINED and ORDERED, that:

1. The "Implementing Actions" set forth in the Downtown Specific Plan are adopted to be independent of said Specific and General Plan and not subject to the provisions applying to said plans.

Mayor

ATTEST:

Doris Christen
City Clerk

Resolution adopted by the City Council of the City of San Mateo, California, at a regular meeting held on July 1, 1985, by the following vote of the Council Members:

AYES: Council Members WAYNE, RHOADS, POWELL, BAKER and HOFFMAN

NOES: NONE

ABSENT: NONE

ORIGINAL

INTRODUCTION

RELATIONSHIP OF THE IMPLEMENTING ACTIONS TO THE GENERAL PLAN

The Downtown Specific Plan as adopted is a part of the General Plan of the City of San Mateo, applicable solely to that portion of the City within the study area.

The "Implementing Actions" included in the plan document as modified and adopted by the City Council are not a formal part of the General Plan and no amendment to the General Plan is required in order to modify, delete, or supplement such actions. The Implementing Actions of the plan as adopted by the City Council are intended to provide direction to private persons as well as to the City staff and agencies regarding actions to be taken by the City to carry out the goals, policies and standards of the plan.

As Implementing Actions are accomplished, they will automatically be dropped as guidelines. New Implementing actions may be added and others may be deleted over the life of the plan.

As adopted by the City Council, the Implementing Actions are in this appendix following the Downtown Specific Plan. They may be amended and revised on an annual or other regular basis in the same manner as the Capital Improvement Program or City budget.

IMPLEMENTING ACTIONS 1.1.

.1 Rezone to CBD to include the area east of the railroad to Delaware Street from First to Fifth Avenues and north side of First Avenue from B Street to the railroad (see map of Proposed Zoning in the Downtown Specific Plan).

.2 See implementing actions for Policy 1.2 in the Downtown Specific Plan.

IMPLEMENTING ACTIONS 1.2

.1 Modify CBD zoning district regulations to incorporate new proposed development standards.

.2 See Policy 7.1, Height and Bulk Plan in Community Design Element for height and bulk districts.

.3 See Policy 3.1 for bonus for residential development in the Downtown Specific Plan.

.4 See revised parking requirements and incentives in Parking and Transportation Element, Policies 11.1 - 11.5 in the Downtown Specific Plan.

.5 The City should require that open space for new commercial development in the downtown area include public use facilities, such as seating in the public areas. The City may designate, organize, and develop one or two more mini-park sites in the downtown area.

IMPLEMENTING ACTIONS 1.3

.1 Retain E3 zoning north of Mills Hospital.

.2 See implementing actions under Policy 3.2 in the Downtown Specific Plan.

IMPLEMENTING ACTIONS 1.4

Rezone three blocks adjacent to freeway to E-1/R as shown on Proposed Zoning Map in the Downtown Specific Plan.

IMPLEMENTING ACTIONS 2.1

.1 Rezone to CBD between the railroad and Delaware, First to Fifth and north side of First Avenue between B and the railroad to CBD.

.2 See Policy 2.2.

IMPLEMENTING ACTIONS 2.2

.1 Adopt Zoning Code provisions and map of required retail frontage areas to implement policy and standards.

.2 Adopt Zoning Code amendment to prohibit drive-in establishments in the CBD Zoning District in the Downtown Specific Plan.

.3 Include retail use in the ground level of all public parking garages, wherever feasible, provided any parking converted to retail use is replaced.

IMPLEMENTING ACTIONS 2.3

Retain C4-1 Zoning as shown on Proposed Zoning Map in the Downtown Specific Plan.

IMPLEMENTING ACTIONS 2.4

.1 Retain C2 zoning on the east side of South B; rezone the west side as provided in policies on residential development (see Proposed Zoning Map in the Downtown Specific Plan).

.2 Rezone the first tier of lots along the north side of First, from the railroad to Delaware, to C2-1/R (see Proposed Zoning Map in the Downtown Specific Plan).

.3 Adopt provision in zoning ordinance permitting any of the following uses allowed in C1 to be included in any residential development of at least 50 units in an R5-D district, or in an R4-D district if such uses front on a Primary Peripheral Street, provided that such uses are on the ground floor of a residential building and do not exceed five percent of the floor area of the building or 20% of the ground floor, whichever is less: bakery; barber; beautyshop; drugstore; dry cleaner; food store; grocery store; laundry; or uses of a similar convenience goods and personal services character. Retail parking not to be permitted in the front yard or side yards.

IMPLEMENTING ACTIONS 2.5

.1 Amend the CBD zoning district to prohibit service stations, auto repairs, and other auto service uses, with an exception to permit service stations fully enclosed within a parking structure or other building.

.2 Retain C4-1 zoning along South Railroad Avenue (see Proposed Zoning Map in the Downtown Specific Plan).

.3 Rezone existing C3 district on the west side of Delaware from Second to Fifth to CBD and rezone the east side to C2 (see Proposed Zoning Map in the Downtown Specific Plan).

.4 Develop design guidelines for service stations to ensure adequate landscaping and adjacent pedestrian movement.

IMPLEMENTING ACTIONS 2.6

.1 Modify parking requirements associated with uses partially or wholly representing nighttime activities, as recommended in the Parking and Transportation Element.

.2 Evaluate possible location of Historic Building Receiving and Entertainment District.

.3 Amend the CBD Zoning Ordinance to exempt floor area in theaters and cinemas seating not more than 300 people in any mixed use project.

.4 Evaluate the establishment of a 200-500 seat performance facility in downtown.

IMPLEMENTING ACTIONS 2.7

Rezone three blocks adjacent to freeway to E1/R as shown on Proposed Zoning Map.

IMPLEMENTING ACTIONS 3.1

.1 Amend the Zoning Ordinance to permit residential development in the CBD zoning district in accordance with proposed CBD Residential Development Standards.

.2 For housing within the CBD permit parking requirements to be satisfied by contract with the CPID or in-lieu fees provided that one parking space is provided for each unit on site and public parking is available within 200 feet of such housing.

IMPLEMENTING ACTIONS 3.2

.1 Rezone lots on Ellsworth currently zoned E3 to residential.

.2 Create a Downtown Residential Overlay District mapped to cover all C and E zoned districts except C4 (as modified by this plan) shown for high density residential use on the Residential Use Policies map in the Downtown Specific Plan, with proposed development standards.

.3 Create a new R6-D Zone (Downtown Highest Density Residential), with proposed development standards and rezone following areas to R6-D as shown on the Proposed Zoning Map in the Downtown Specific Plan.

.4 Update the Noise Element of the General Plan with a specific section dealing with the Downtown Area, in order to establish noise and land use compatibility standards for the area.

IMPLEMENTING ACTIONS 3.3

.1 Create a new R5-D Zone (Downtown High Density Residential) with proposed development standards and rezone to R5-D as shown on Proposed Zoning Map in the Downtown Specific Plan.

.2 Create new R4-D Zone (Downtown Medium High Density Residential) with proposed development standards and rezone to R4-D as shown on Proposed Zoning Map in the Downtown Specific Plan.

IMPLEMENTING ACTIONS 3.4

.1 Carry out rezonings recommended under other policies to permit higher residential densities in the downtown area.

.2 Target the 20% downtown redevelopment area tax increment housing fund to the production of new low and moderate income in the Gateway and North Claremont districts and make available to project sponsors for the following kinds of purposes, according to project need:

Assistance in defraying partially or wholly off-site costs associated with the development which would otherwise make provision of low or moderate income housing infeasible, such as sewer lines, water lines, fire hydrants, sidewalk improvements, street improvements and required landscaping.

Reduction in land and/or financing costs associated with units to be made available for low and very low income households and, where a need is identified, for moderate income housing.

Absorption of the construction costs of low and very low income units in projects primarily containing moderate income or market rate housing.

.3 Authorize use of the power of eminent domain for the acquisition of land for new housing development for low and moderate income households where at least 20% will be for low and very low income households.

.4 Approve use of tax-exempt financing for new rental housing construction where at least 20% of the units are for low and moderate income households.

.5 Require developers whose developments cause displacement of tenants of rental housing of low and moderate income to provide relocation assistance equivalent to that required to be provided to tentants of rental housing being converted to condominium in accordance with section 26.65.060(2) of the San Mateo Municipal Code.

.6 See Public Improvement and Fiscal Element in the Downtown Specific Plan.

.7 It is important that the City have appropriate base-line statistics concerning the existing stock of housing. Therefore, an "existing conditions" study should be undertaken as soon as the plan is adopted. This study should define "lower income" and "affordability" in terms of median income, and the percentage of income that should be spent on housing costs. The study also should show the number and proportion of affordable units in the downtown.

The City should strive to maintain this proportion of affordable units in the downtown area.

Monitoring of the housing stock should, therefore, begin if it is evident that 100 or more units of housing are demolished, or two years after the adoption of the Downtown Specific Plan, whichever occurs first.

IMPLEMENTING ACTIONS 3.5

.1 Make available a portion of downtown area tax increment funds for housing to assist in satisfying the requirement for units for very low income households to be provided in new housing developments in the Downtown Redevelopment Area, where such assistance is needed to make the overall housing development feasible, given available incentives for bonus floor area, availability of zoning for office and/or retail uses in the same project and the appropriateness and cost-effectiveness of including such housing in the overall housing project.

.2 Make available a portion of downtown tax increment funds to match or augment developer contributions to assist in satisfying the requirement for units for very low income households to be provided separately from new housing development for use in rehabilitation and construction of new units for very low income households.

.3 Evaluate the potential lease of air rights over downtown public parking facilities to satisfy the need for provision of units for very low income households where other sites are not available and the units cannot be included in the proposed new housing development.

.4 See Public Improvement and Fiscal Element in the Downtown Specific Plan.

IMPLEMENTING ACTIONS 4.1

.1 Begin assessment of alterntive sites in preferred area, potential revenues from existing sites, interest of adjacent landowners in acquiring sites, and other revenue sources.

.2 Commence acquisition once suitable site is found and financing is identified (see Public Improvement and Fiscal Element); construct station and consummate sale of existing sites.

.3 When the Fire Station on Ellsworth is relocated that there be an option for future closing of First Avenue between B Street and Ellsworth, subject to the following:

a. Pedestrian circulation is left open.
b. That the relinquishing of air rights over this part of First Avenue be based on the consideration of the developer providing low and moderate income housing and/or public open space.

IMPLEMENTING ACTIONS 4.2

.1 Evaluate feasibility and solicit interest in development of air rights over existing parking structures for housing and offices.

.2 Develop a program for leasing of ground floor space in existing parking facilities for retail use where feasible and provided "lost" parking spaces are replaced.

.3 Include private development, wherever feasible, in future parking facilities.

IMPLEMENTING ACTIONS 5.1

.1 A street tree planting program should be initiated which can implement the elements of the landscape plan according to a system of program priorities. The Gateway Trees and Core Area Streetscape Trees planting should be the first priority, Approach Trees second priority, and the Bayshore Entry area third priority (or such priority as might coordinate these improvements with requirements for intersection and interchange improvements (see Parking and Transportation Element in the Downtown Specific Plan).

.2 Where new development is proposed along street frontage proposed for Streetscape Trees, Approach Trees, or Buffer Street trees or adjoins areas of Natural Boundary trees, it should be made a condition of approval that these trees shall be planted by this development where they have not already been planted in accordance with city landscaping program or should be replaced where they have been damaged or removed during construction.

.3 Bayshore Entry enhancement should made a condition of approval of any new development at Third and Humboldt, including portions extending along San Mateo Creek extending from the intersection; adequate setbacks should be required to ensure capacity for substantial plantings.

IMPLEMENTING ACTIONS 5.2

.1 Select trees which can be purchased at relatively mature height (15 20 feet) for planting.

.2 Give high priority to a planting program along Third Avenue, and subsequently along El Camino and Delaware. Evaluate possible extension onto Fourth Avenue east of Delaware.

IMPLEMENTING ACTIONS 5.3

.1 Amend ordinances to protect existing trees and vegetation along San Mateo Creek and to ensure setbacks for future new plantings (see Policy 5.8 in the Downtown Specific Plan).

.2 Condition redevelopment abutting San Mateo Creek on both sides at Third and Humboldt, at Humboldt south of Third, and along Third from the freeway to Humboldt, on introduction of new plantings in an adequate setback according to the Landscape Policies Map dedication of an open space easement for City plantings.

.3 Evaluate acquisition of an easement on land south of Third from Humboldt to the freeway for City planting.

.4 When the U.S 101 interchange is rebuilt or the western approach from the overpass is widened, ensure acquisition of adequate abutting land south of Third to provide for extensive vegetation and new plantings.

.5 Select combination of larger, dense tree types and lower level vegetation to provide heavily landscaped and dramatic appearance at the locations indicated above. Criteria should include immediate impact potential, rapidity of tree growth to full height and consistency with creekside vegetation now existing.

IMPLEMENTING ACTIONS 5.4

.1 Select Core Area Streetscape Trees which are fast-growing and can complement the prevailing heights of buildings.

.2 Give highest priority to a saturation planting program of Core Area Streetscape Trees on designated core area streets by the City.

.3 Require replacement or provision of such trees in all new development along such streets.

IMPLEMENTING ACTIONS 5.5

.1 Include core area street tree plantings at intersections of First, Second, Third, Fourth and Fifth at B such that the trees are visible down B Street.

.2 Encourage owners to undertake facade improvements, including colorful awnings, painting and rehabilitation or restoration of former facades, murals and other forms of architectural embellishment along B Street.

.3 Carry out a program to install low planters with flowers and other vegetation along B Street and encourage building owners or tenants to place low planters on the sidewalk along the street.

IMPLEMENTING ACTIONS 5.6

.1 Select Downtown Gateway Trees which will provide a distinctive appearance along approaches to downtown.

.2 Commence planting program.

.3 Require equivalent planting or replacement planting by abutting new developments.

IMPLEMENTING ACTIONS 5.7

.1 Amend the Heritage Tree Ordinance and/or Development Landscape Regulations as necessary to discourage destruction and encourage preservation of healthy existing major buffer trees.

.2 Implement program of conservation and new planting of Buffer Trees.

IMPLEMENTING ACTIONS 5.8

.1 As an interim measure, amend the zoning ordinance to establish San Mateo Creek Protection Overlay District with standards as proposed to retain creek vegetation and the natural attributes and appearance of the creek channel as well as to assure the safety of life and property from creek channel instability, erosion-related and flood-related hazards. Conduct flood and natural areas study to determine if the interim setback requirements are adequate to mitigate flood hazards, to protect bank stability and to maintain creekside vegetation.

.2 Provide by ordinance for the protection of Downtown Heritage Trees, consisting of the Heritage Trees and other mature trees and vegetation shown on the Conservation Features and Values Map, including requirements for protection from new construction or removal and replacement where removal is essential.

IMPLEMENTING ACTIONS 6.1

.1 Re-evaluate planned improvements, schedules, and budgeting for the downtown urban beautification program so that design approaches and alternatives among materials can be selected which may be budgeted and implemented throughout the core shopping area. Give priority to program approaches which can provide early installation of street trees, installation of planters on B Street and sidewalk improvements across the railroad tracks on Third and Fourth Avenues.

.2 Adopt standards provided under Policy 2.2 in the Downtown Specific Plan which provide for maintenance of continuity of shopping by requiring ground floor retail and related window display.

.3 Permit exterior sales displays, planters, outdoor eating facilities and the like outside storefronts on the sidewalks to enhance the shopping environment, so long as they do not unduly impede pedestrian traffic.

.4 See Policy 6.2 in the Downtown Specific Plan.

IMPLEMENTING ACTIONS 6.2

.1 Amend zoning ordinance to implement open space requirements for new developments as provided in the Land Use and Housing Element.

.2 Convert the B Street entrance to the Main Street garage to a new park to provide a landscaped area for resting, eating and brown bag lunches for individuals and small groups. Various designs have been suggested for this space ranging from open plazas to teraced water features and outdoor eating areas. A garden theme should be followed with approximately twenty to thirty percent of the area used for plant materials. Water features and art forms should be incorporated into the design.

The garden park should serve as a mid-block pedestrian access to the public garage. Fixed seating and tables should be arranged to receive direct sunlight in the winter if possible. An outdoor cafe concession should be considered.

A program for the conversion and development of the garage ramp and accessing should be investigated through an initial feasibility study. Consideration should be given to available funding sources and budgeting for project costs. A project sponsoring group should be organized, consisting of merchants, other downtown group representatives and city officials to spearhead project initiation, design formulation, and project implementation.

.3 Consider widening the sidewalk on the north side of Fourth Avenue from El Camino to Ellsworth to about 26 feet. Maintain 7 to 8 feet in width for pedestrian movement, adjacent to buildings along the sidewalk. Improve the remaining 18 to 19 feet to form a variety of public sitting areas, outdoor eating areas, display spaces for art and announcements, and areas for musical or other entertainment. Define the length of the expanded areas by planting a double row of core area streetscape trees and include a low planter wall along the curb at intervals to screen parked cars and to contain flowers and other planting. Include tables with umbrellas and low lighting. Encourage merchants to lease space for outdoor tables for eating and drinking and display cases. Develop a sponsoring group made up of adjacent building owners and merchants, as well as other downtown group representatives and city officials to oversee project planning and implementation. Consider establishment of business improvement district to finance ongoing maintenance or assign maintenance to city for public areas and to merchants for portions of the space leased for outdoor commercial use.

.4 The remainder of the northern perimeter of Central Park should be buffered using walls, a gate, berming, shrubs and trees.

IMPLEMENTING ACTIONS 6.3

.1 Require any substantial redevelopment of the Parrott Block to provide a mid-block connection between 4th and 5th Avenues through striping and signing, and possibly, a special paving material.

.2 Carry out a program to improve existing pedestrian connections from the Second and El Camino garage to Third Avenue, from the Main Street Garage, to B Street, and through the Central Gar-

age, including improved lighting, identification and improvement of paths and landscaping. Ensure retention of through block connections in any rehabilitation or development activities.

IMPLEMENTING ACTIONS 6.4

.1 Require building setbacks and a creek-oriented site plan as a condition of project approval (See Policy 5.8 in the Downtown Specific Plan).

.2 Require dedication of easements of access for public safety and maintenance purposes in all new development along San Mateo Creek.

.3 The City should conduct a study which investigates the feasibility of establishing a linear open space system along San Mateo Creek as provided by City General Plan Policy.

The study should consider at least the following:

the degree which the Creek can serve the identified recreational needs of the downtown area;

whether a trail and public access system could be established;

whether the linear access system could be linked to existing bikeways, trails and parks; and

the overall costs of the open space system including on-going maintenance costs.

Should a linear open space system prove infeasible, the City should investigate the feasibility of creating a series of park nodes along San Mateo Creek. Each "pocket-park" should be established at a suitable location (such as where the Creek crosses Claremont, Delaware, North El Dorado, Fremont and Grant Streets) to serve its immediately surrounding neighborhood. In addition, the City should investigate the feasibility of creating a usable neighborhood open space in the lands north east of San Mateo Creek in the vicinity of the Highway 101 interchange. This opportunity should be incorporated into the final designs of the interchange and the possibility of Caltrans deeding excess interchange lands to the City.

If the study indicates the feasibility of public access and use, require dedication of easements for public access in new development and acquire additional land or easements required to complete the access system.

IMPLEMENTING ACTIONS 6.5

.1 The City should initiate immediate discussions and negotiations with the San Mateo City School District which can result in both appropriate new development on the Lawrence School site and reservation of about 20% of the site closest to and along the Creek for park purposes including visual and pedestrian access from Third Avenue and Lawrence Street. Negotiations should consider agreement on City acquisition of that portion of the site near the creek desirable for park purposes under the Naylor bill, rather than acquisition of the portions of the site which are automatically eligible for acquisition under the Naylor bill (former playgrounds and open spaces). Such agreement can be mutually beneficial to the City and the School District because acquisition of the portions more desirable for a park will contribute both to park purposes and development potential. Consideration in the negotiations should also be given to alternative methods of maintaining the development potential of the site, while providing for acquisition of necessary parkland. Methods may include transfer of development potential associated with acquired parkland to the remainder of the site, and possible crediting of

parkland against any development-related open space and Creek setback requirements. Both the City and the District should also consider deferral of actual rezoning of the site to R4-D and future approval of new development conditional on dedication of the portion desired for the park, as an alternative to City purchase of parkland under the Naylor bill and as a means of allowing utilization of the full development potential of the school site on the portion not to be used for park purposes.

.2 The City should initiate action to acquire other sites along the Creek necessary to create a park of adequate size, including wholly and partially vacant lots along the Creek and Grant Street and the gas station site on East Third Avenue next to the school. Once sites are acquired, the City should close Grant Street north of the Creek to Second Avenue as a street and convert the land to open space.

.3 Amend zoning ordinance to implement minimum usable open space standards as provided in the Land Use and Housing Element in the Downtown Specific Plan.

.4 Evaluate potential closure of Grant between Third and Fourth Avenues as a means of creating open space, in connection with major new residential development adjacent to this street (see Parking and Transportation Element in the Downtown Specific Plan).

IMPLEMENTING ACTIONS 7.1

.1 Amend the Zoning Ordinance to adopt height limits and map shown on the Building Height and Bulk Plan.

.2 Amend the Zoning Ordinance to delete special permit required for high-rise buildings in downtown.

.3 Implement R6-D, R5-D and R4-D setback standards to protect adjacent housing with lower heights.

.4 Amend the Zoning Ordinance to provide SPAR review by the Planning Commission on projects which exceed 55 feet in height.

IMPLEMENTING ACTIONS 7.2

Amend the Zoning Ordinance to adopt bulk limits shown on the Building Height and Bulk Plan for downtown in the Downtown Specific Plan.

IMPLEMENTING ACTIONS 7.3

Amend the Zoning Ordinance to implement proposed CBD Building Line and Setback Standards in accordance with the Building Line and Setback Policies Map in the Downtown Specific Plan.

IMPLEMENTING ACTIONS 7.4

Amend the Zoning Ordinance to establish a uniform setback of not less than 20 feet and not more than 25 feet along Third and Fourth Avenue from U.S. 101 to Delaware. Require this setback to be landscaped and permit paving only for necessary vehicular and pedestrian entrances, with no surface parking within the setback zone. The building line is to commence at a distance of not more than 25 feet from the property line.

IMPLEMENTING ACTIONS 7.5

.1 Eliminate the requirement in the zoning ordinance that any substantial rehabilitation of an existing building in the CPID triggers code parking requirements.

.2 Permit the owner of any building within the CPID shown on the Conservation Values and Features Map in the Downtown Specific Plan as architecturally or historically significant or of architectural interest to lease spaces to meet all parking requirements.

.3 Target Facade Improvement Loans to buildings designated as having architectural and historical interest where the owner is willing to restore the building in accordance with its original architectural and historical character.

.4 Encourage reuse of buildings shown on the Conservation Values and Features Map as architecturally and historically significant or of architectural interest with variances from parking requirements which would otherwise apply for the proposed reuse and by permitting restoration, remodeling and rehabilitation for suitable uses even if the building does not comply with setback, floor area or other limitations of the Zoning Ordinance.

5. Encourage relocation of architecturally and historically significant buildings where retention is not feasible.

IMPLEMENTING ACTIONS 7.6

.1 See Building Line and Setback Policies Map in the Downtown Specific Plan.

.2 See Building Height and Bulk Plan Map in the Downtown Specific Plan.

IMPLEMENTING ACTIONS 7.7

.1 See Pedestrian, Park and Open Space Policies Map in the Downtown Specific Plan.

.2 Monitor carefully all buildings above public rights-of-way and encourage a connection above street-level where it will actually result in an overall higher level of pedestrian activity and functional and visual unification at street level. Amend Zoning Ordinance to provide for this option subject to approval by the City Council.

IMPLEMENTING ACTIONS 8.1

.1 Widen Third and Fourth Avenues from Delaware to U.S. 101 to three through lanes while retaining on-street parking on both sides, when traffic increases sufficiently due to new development. Give highest priority to widening two blocks east of Delaware on Third Avenue and west of Humboldt on Fourth Avenue.

.2 Install signage to divert through traffic at El Dorado and Delaware from Third and Fourth to Second and Fifth.

.3 Make capacity improvements as required to Second and Fifth, from Delaware to El Camino Real.

.4 Adopt revised zoning and incentives and land use standards to encourage reduced curb cuts along Third and Fourth Avenues from Delaware to U.S. 101 to mitigate traffic impacts.

IMPLEMENTING ACTIONS 8.2

.1 Begin active effort to obtain Caltrans' immediate commitment and funding for rebuilding the interchange with additional capacity (6-lanes) to achieve rebuilding by 1990.

.2 In the absence of Caltrans support for rebuilding of the interchange, seek Caltrans approval and funding support for widening of approaches and overpass, as follows:

Trim island on Fourth Avenue east of Humboldt to obtain two lanes of approach to the overpass;

Widen westbound approach to Humboldt from overpass.

.3 Convert 3-phase signal at Third and Humboldt to 2-phase signal by eliminating interfering left and right turns to Humboldt and provide signals and striping to divert traffic to Fremont. This is a short-term measure which could be dropped when westbound approach is widened.

.4 Consider closure of Grant to all traffic between Third and Fourth (except access to abutting properties if necessary) in order to eliminate lane switching for turns by increasing weaving distance.

IMPLEMENTING ACTIONS 8.3

See Policy 9.1 in the Downtown Specific Plan.

IMPLEMENTING ACTIONS 8.4

.1 Develop a TSM program, including possible employment of a part-time or full-time TSM coordinator with priority emphasis on increased carpooling and vanpooling.

.2 Require 5% of all employee parking spaces in new developments to be reserved for vanpools and carpools with three or more occupants.

.3 Reserve 5% of long-term (10-hour) public parking spaces in the best locations (unless needed for short-term use) for vanpools and carpools with at least three occupants.

.4 Implement a preferential parking system in all residential neighborhoods around the downtown core to prevent usurping of residential parking by employees or others.

.5 Investigate feasibility of other measures to increase employee alternatives to single occupancy automobile commuting.

.6 See Policy 11.3 in the Downtown Specific Plan

.7 Develop policies and implementing actions to permit bicycle and motor bike use and to provide parking facilities for same in the downtown area.

IMPLEMENTING ACTIONS 9.1

.1 Encourage Caltrans to establish a timetable and plan for acquisition and relocation, including potential joint participation of all interested parties, as well as possibility of private development of air rights. The relocated terminal should be in accordance with the Terminal Design Principles and Standards in the Downtown Specific Plan.

.2 Encourage and solicit Samtrans relocation to terminal. If Caltrans and Samtrans support is forthcoming, work with both to develop detailed plan of acquisition of parcels, including parcels needed for access to B Street. If acquisition appears possible within a reasonable time, declare a moratorium on inconsistent development in the area.

.3 Reach agreement with Caltrans on design of parking structure to permit subsequent expansion at City cost or for private participation in development of additional parking and office or residential development.

.4 Consider possibility of City leasing of surplus spaces provided in new structure until commuter need increases to satisfy downtown employee needs.

IMPLEMENTING ACTIONS 9.2

.1 Provide adequate bus stops along Primary Transit Streets and encourage bus shelters in new development.

.2 Ensure convenience of bus movement in modifications to street system.

.3 If and when one-way street plan is adopted in the Retail Core (see Policy 10.3), relocate westbound bus travel from Fourth to Third between El Camino and San Mateo Drive.

IMPLEMENTING ACTIONS 9.3

See Policies 8.4, 9.1, 9.2 and 11.3 in the Downtown Specific Plan.

IMPLEMENTING ACTIONS 9.4

Investigate the potential costs and feasibility of a mini-bus shuttle service. Assess the potential interest of downtown employers, merchants and others.

IMPLEMENTING ACTIONS 10.1

.1 Retain angle parking where it exists on Primary Pedestrian Streets to the maximum extent possible (Third, Fourth, B).

.2 Restrict new curb cuts as provided in Policy 10.2 in the Downtown Specific Plan.

.3 Implement pedestrian environment improvements indicated in Community Design Element in the Downtown Specific Plan.

IMPLEMENTING ACTIONS 10.2

.1 Amend zoning ordinance to implement new standards of Limited Parking Zone by means of overlay LPZ district.

.2 Gradually convert existing public parking supplies within the zone to short-term use (either by meters or highly graduated fee schedules) to meet increases in customer and visitor demand as they occur, including needs generated by substitution of short-term public parking for parking which would otherwise be provided by new private developments in accordance with this policy and Policy 11.1 in the Downtown Specific Plan.

IMPLEMENTING ACTIONS 10.3

.1 Monitor traffic levels in the core.

.2 Implement one-way street plan when an increase in levels of congestion is discernible or earlier in order to make other improvements.

.3 Add left turn pockets, east and westbound at 5th and B.

.4 Add westbound left turn pocket at El Camino and 5th.

IMPLEMENTING ACTIONS 10.4

See Community Design Element in the Downtown Specific Plan.

IMPLEMENTING ACTIONS 11.1

.1 Allow in-lieu parking fees as a substitute for satisfaction of part or all of the nonresidential parking requirements within the Central Parking Improvement District (CPID), based on a 20% reduction in requirements with the fee based on an established cost to build the spaces.

.2 Allow long-term parking lease agreements to support revenue bonds as a substitute for satisfaction of part or all of the parking requirements based on a 10% reduction in requirements with the lease payment based on an established cost to the City to build the spaces and revenue bond financing.

.3 Select sites for future long-term parking in the Parking Expansion Zone based on ease of acquisition, cost and proximity to likely development (especially early fee or lease commitments).

.4 Authorize use of eminent domain to acquire sites.

.5 Initiate program for early acquisition for new public parking facilities and expansion of existing facilities in the Parking Expansion Zone. Each facility should be designed ultimately to accommodate not less than 200 nor more than 800 spaces, initially or by subsequent expansion, such acquisition to be funded by a combination of in lieu fees, revenue bonds supported by lease agreements and tax increment funds. Retain option of air rights development or partial site development for private purposes to reduce costs.

.6 Solicit advance developer commitments to provide future substitute parking as means of financing land acquisition and parking construction in a timely fashion.

.7 Eliminate current limit on available spaces to lease for all day parking in return for long-term contracts at an established cost (at least period of required financing) and utilize existing reserve capacity identified in utilization survey to generate revenues to construct new parking.

.8 After all existing spaces in the Central Garage have been converted to short-term use, if need requires, expand or rebuild the Central Garage.

.9 Encourage private developments to provide surplus parking in addition to that which they might otherwise provide by one of the following means:

a. Spaces to be leased on a long term basis by the City and offered as public parking, or,
b. Land to be leased to the City for construction of such parking, or
c. Spaces to be leased by the City in part or all of a completed structure, to be operated both to meet the needs of the development and to meet other needs.

.10 Use tax increments and new CPID in-lieu and lease funds to cover the cost of the expansion of CPID parking facilities to meet the City's responsibility toward providing customer and visitor parking; see Policies 11.3 and 12.9 in the Downtown Specific Plan.

.11 City to commence a plan and program for land and/or air rights acquisition for a development of additional CPID parking. The land acquisition and initial development shall be located in the proposed Parking Expansion Zone in the Downtown Specific Plan.

IMPLEMENTING ACTIONS 11.2

.1 See implementing actions under Prior policy and policy on the Limited Parking Zone.

.2 Amend Zoning Ordinance as required to permit construction and operation of parking garages in the Parking Expansion Zone by special permit where not otherwise permitted by the Zoning Ordinance.

.3 Encourage new developments in the Parking Expansion Zone to provide parking in addition to their own needs in order to meet needs associated with other projects or uses. See previous policy and CBD Zone Development Standards.

.4 See Policy 9.4 in the Downtown Specific Plan.

IMPLEMENTING ACTIONS 11.3

.1 Adopt amendment to zoning ordinance incorporating new standards in the Parking and Transportation Element in the Downtown Specific Plan.

.2 Monitor share of trips to downtown by survey at least every five years to ensure that modal mix and trip generation characteristics do not warrant revision of standards.

.3 Monitor TSM program impacts where used to reduce parking requirements.

.4 Waive all CPID visitor/customer requirements and provide by the CPID. See Policy 11.1 in the Downtown Specific Plan.

IMPLEMENTING ACTIONS 11.4

.1 Adopt zoning ordinance revisions to implement revised standards.

.2 Monitor use of curbside parking at least every five years to determine need to revise standards.

IMPLEMENTING ACTIONS 11.5

Adopt new standards proposed to be included in the 1985 Off-Street Parking Study.

IMPLEMENTING ACTIONS 11.6

.1 Initially double 10-hour meter rates to $1.00 a day and maintain a program for regular increases to reflect replacement costs for parking.

.2 Initially increase rates for most heavily used, centrally located on-street meters to 25 cents per hour and, if successful, increase other 2-hour meters to 15 cents per hour (5 cents per 20 minutes with 25 cents per hour alternative).

.3 Convert free 2-hour spaces to metered 2-hour or 10-hour, depending on location.

.4 Use additional revenues to acquire land for new parking (see Public Improvement and Fiscal Element in the Downtown Specific Plan).

IMPLEMENTING ACTIONS 11.7

Initially increase fines (bail) after two offenses in a three-month period to $15.

IMPLEMENTING ACTIONS 12.1

See other elements and other policies in this element in the Downtown Specific Plan.

IMPLEMENTING ACTIONS 12.2

.1 Determine full range of development-related review, processing and inspection costs. Develop a fee structure based on the full and actual cost of development processing activities, ensuring a fee structure proportional to the types of permit processing required.

.2 Establish an equitable escalator clause which will provide for automatic adjustments in fees as City costs increase. A simple procedure would be to annually adjust fees for changes in City personnel costs.

.3 Ensure that all costs associated with the operation of the Redevelopment Agency are charged to the Agency. In the first several years this may require a continuation of the loan from the General Fund to the Agency but the principal and interest can be returned to the fund in the later years from tax increments.

IMPLEMENTING ACTIONS 12.3

.1 Maintain the provisions of the Developers Contribution Policy which require new development to bear the cost of required improvements which provide a direct benefit to the project or which are directly necessitated by the project. See Policy 12.4 in the Downtown Specific Plan.

.2 Finance from the tax increment set-aside for low and moderate income housing public improvements for developments that provide and reserve units for low- and moderate-income families proportional to the number of such units in the project, in accordance with demonstrated need.

IMPLEMENTING ACTIONS 12.4

.1 Modify the Developer's Contribution Policy to provide for use of tax increment funds accruing from a specific development to repay the costs incurred for that portion of off-site system improvements benefitting other properties or the City as a whole according to the following provisions:

The value of the off-site benefit will be calculated to be the cost pro-rated on the basis of the benefit to each property on the system (e.g., front footage). If the developer advances funds for the project, he will be entitled to repayment as provided below.

First, from contributions made by other developments within the downtown area benefitting from the same improvement to be collected by the City in accordance with the Developer's Contribution Policy as presently written;

Second, from tax increments received as a result of the development at a rate such that 10% of the cost will be repaid each year, beginning with the first year in which tax increments of the project are received, including payments made by other developments as indicated above; subject to the limit that repayments by the City from tax increments received from the project will not exceed 25% of such increments received by the City from this development in any particular year.

The City will continue to require future benefiting developments to contribute to such costs on the same basis as costs were prorated for the first development.

The sum of payments from all sources to the development which financed the improvement will not exceed the total cost of the improvement less the share determined to benefit the development.

.2 Use tax increment funds, when available, to install public improvements in anticipation of development to encourage development in accordance with Land Use Policies subject to Policy 12.3 in the Downtown Specific Plan.

.3 Continue requirements in Developer's Contribution Policy for sidewalk and beautification improvements (with modified standards) and provide for repayment from tax increments in the same manner as for off-site improvements for that portion of such improvements considered to be of general benefit to the downtown area.

.4 Use tax increments and tax allocation bonds to provide a portion of new required parking, as provided in Policies 11.1, 12.5 and 12.9 in the Downtown Specific Plan.

IMPLEMENTING ACTIONS 12.5

.1 Adopt suggested public improvements as basis for priorities for expenditure of funding sources as part of the Capital Improvement Program.

.2 See Policies 12.6, 12.9 and illustration of tax increment expenditure scenario in the Downtown Specific Plan.

IMPLEMENTING ACTIONS 12.6

.1 Allocate available tax increment monies, including cash reserved to meet contingent school obligations, to make high priority, currently affordable improvements as early as possible (see Chart of Suggested Public Improvement Priorities in the Downtown Specific Plan).

.2 As additional tax increments become available, allocate funds for improvements in accordance with potential impact on encouraging new development (see Chart of Suggested Public Improvement Priorities in the Downtown Specific Plan).

IMPLEMENTING ACTIONS 12.7

.1 Approve the issuance of bonds when a bond issue can be issued which will generate not less than $2 million in net proceeds available for expenditure.

.2 Utilize bond proceeds to make improvements which cannot be funded from annual receipts and other available funding sources.

IMPLEMENTING ACTIONS 12.8

.1 Make an effort to obtain non-city financing of major traffic improvements to the benefit of the region, county and other communities, including improvements to U.S. 101.

.2 Utilize other city sources where appropriate to the project being undertaken, such as CPID revenues for parking FAU and gas tax for traffic, sewer service charges for sewers.

.3 Evaluate the potential for establishing a business improvement district in the retail core as a means of funding enhanced marketing of downtown San Mateo as a shopping area and to carry out fairs, festivals and other activities in downtown.

.4 Seek state assistance in financing new parks or open space improvements and tree plantings.

.5 Utilize Federal jobs monies and Community Development funds for appropriate building improvements.

IMPLEMENTING ACTIONS 12.9

.1 Increase parking meter rates.

.2 Fund site acquisition for new CPID parking facilities in the area of expected office development as soon as possible with CPID revenue bonds sup-

ported by revenues and tax increments or with Tax Allocation Bonds. Use for surface parking until construction of structures is warranted.

.3 Amend the boundaries of the PBZ as new facilities are developed.

.4 Evaluate increasing revenues by a land assessment surcharge to fund new facilities in areas proximate to the facility;

.5 Increase lease rates and encourage additional leasing pursuant to policies in the Parking and Transportation Element in the Downtown Specific Plan.

JOHN M. SANGER ASSOCIATES INC.
THE PLANNING COLLABORATIVE INC.
in Joint Venture